1880.

February, 1845.

日九十月一十年辰庚

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON: -F. ALGAR, 11 & 12, Clement's Lane, Lembard Street, E. C. GEORGE STREET & Co., 80, Cornhill. GORDON & Goton, Ludgate Circus, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE :-LEON DE ROSNY, 19. Rue Monsieur, Paris. NEW YORK :- ANDREW WIND, 188, Nassau Street. AUSTRALIA, TASMANIA, AND NEW

ZEALAND :- GORDON & GOTCH, Melbourne and Sydney. SAN FRANCISCO and American Ports generally :- BEAN & BLACK, San Fran-

SINGAPORE AND STRAITS :- SAYLE & Co., Equare, Singapore. C. Heinszen & Co., Manila.

CHINA :- Macao, Messre A. A. DE MELLO & Co. Signtow, CAMPBELL & Co. Amoy, Wilson, Nicholls & Co. Foochow, HEDGE & Co. Shanghai. LANE, CRAWFORD & Co., and KELLY & Walsh. Yokohama, Lane, Craw-FORD & Co.

### Banks.

CHARTERED BANK OF INDIA, AUS-TRALIA, AND CHINA.

CAPITAL....£800.000. RESERVE FUND,.....£190,000. Bankers. THE BANK OF ENGLAND.

THE CITY BANK. NATIONAL BANK OF SCOTLAND.

HE BANK'S BRANCH in Hongkong grants Drafts on London and the Ohief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

MATSS OF INTEREST ALLOWED ON DE-

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance. ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum. 4 per cent. 6 per cent, WILLIAM FORREST,

Manager. Hongkong, May 10, 1880.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ..... 5,000,000 Dollara. 

COURT OF DIRECTORS. Chairman-The Hon. W. Krawick. Deputy Chairman - \. McIver, Esq. ADOLF FADRE, Esq. | H.DEC. FORBES, Esq. E. R. BELILIOS, Esq. H. Hoppius, Esq. L. DALEYMPLE, F. D. SASSOON, Esq. W. S. Yopne, Enq.

CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq.

MANAGER. Shanghat,..... Ewer Cameron, Esq. LONDON BANKERS .- London and County

HONG KONG. INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent, per annum on the daily

balance. For Fixed Deposits :-For 3 m nths. 3 per cent. per annum. 6 4 per cent ,, ,, 5 per cent, ,, ,,

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities. said every description of Banking and

Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON.

Chief Manager Offices of the Corporation, No. 1, Queen's Road East.

Hongkong, August 16, 1880. COMPTOIR D'ESCOMPTE DE PARIS

(Incorporated 7th & 18th March, 1848.)

DEGOGNIBED by the International

Convention of 80th April, 1862, CAPITAL BULLY PAID-UP......£3,200,000 RESERVE FUND.....

HEAD OFFICE-14, RUE BERGERE, PARIS.

AGENCIES and BRANCHES at: SAN FRANCISCO, BOURBON. MARSEILLES, BOMBAY, BONGRONG, HANKOW. OALQUITA. EHANGHAI, FOOOHOW, Malbourna

LONDON BANKERS! THE BANK OF ENGLAND. THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained or application, gratita Dralts and Credits on all barts of the World, and transacts every description of Banking Exchange Business. E. G. VOUILLEMONT. Munuger, Shanghai.

# Banks.

ORIENTAL BANK CORPORATION (Incorporated by Royal Charter.) PAID-UP CAPITAL ....£1,500,000.

TO ATES OF INTEREST ALLOWED ON DR. At 3 months' notice 3 / per Annum:

may be learnt on application. GEO. O. SCOTT, Acting Manager. Oriental Bank Corporation,

Current-Accounts kept on Terms which

Hongkong, September 4, 1879.

Notices of Firms. NOTICE.

TR. JOHANN NICOLAUS GOOS-MANN is authorized to Sign BILLS OF LADING in our Name. MELCHERS & Co. Hongkong, November 29, 1880.

### For Sale.

JOHN NOBLE, 8. QUEEN'S ROAD, HONGKONG. TAS just RECEIVED a Very Fine

SELECTION of GOLD & SILVER JEWELLERY in the Latest and most Fashionable Designs including many Novelties in DIAMOND BRACELETS, PENDANTS. BROOCHES, EAR-RINGS, AND GEM RINGS.

A Large and Well Selected STOCK of MORDAN'S GOLD and SILVER PEN and PENCIL CASES, comprising the Latest Patented Patterns

Hongkong, December 11, 1880. FOR SALE.

E X S H A W'S B-R-A N D Y H A w First Quality. Second Quality. GILMAN & Co.

Hongkong, October 22, 1880. FOR SALE.

MULLER FRERES'S CELEBRATED OLD BRANDY, in Cases of 1 dozen Qts.

Apply to HESSE & Co. Sole [Agents. Hongkong, Sept. 1, 1880.

NOW READY. PRICE, \$1.00.

"COMPARATIVE CHINESE FAMILY LAW. BY E. H. PARKER. Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office. Hongkong, December 6, 1879.

FOR SALF. TULES MUMM & Co.'s ··· C·H·A M P A G N E. Quarts......\$16 per 1 doz. Case. l'intermaniant \$17 per 2 deg. GIRB, LIVINGSTON & Co.

Hongkong, February 2, 1800. WASHING BOOKS. (In English and Chinese.) TTTASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now

To Let.

CHINA MAIL Office.

ready at this Office -- Price, \$1 each.

TO LET.

FILHE DWELLING BOUSE-No. 31, WELLINGTON STREET, ROOMS in CLUB CHAMBERS, suitable for Offices or Chambers. Apply to

DOUGLAS LAPRAIK & Co. Hongkong, December 4, 1880.

HONGKONG WHARF & GODOWNS

G OODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also entire Gopowns to be let. MEYER & Co.

Hongkong, December 1, 1880. COMPAGNIE DES MESSAGERIES

> MARITIMES. NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of

Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their rick and expense. No Fire Insurance has been effected.

Ex Djeninah. S P (in triangle), Order, 60 bags Sharp Stones, from Madras.

Ex Oxus. W (in tri.) 1/30, Order, 80 cases Yellow Mondon. (in diamond). 178/4, 181/83, Order, cares Cottons, from London. A E M, Order, 245 bags Bharp Stones,

from Madras, G. DE OHAMPEAUX, Hongkong, December 16, 1880.

CRAWFORD & Co.

CHRISTMAS

Detablished

DELICACIES AND FANCY ARTICLES, SUITABLE FOR PRESENTS.

For Sale.

OUR STOCK for the PRESENT SEASON is now Complete and Ready for Inspection, comprising: PLUM PUDDINGS, MINCEMEAT, CHRISTMAS CAKES, BISCUITS, FRUITS in SYRUP, NOYEAU and BRANDY, IMPERIAL PLUMS, FRESH

JORDAN ALMONDS, CURRANTS, &c., &c. PATE DE FOIE GRAS, OX TONGUES in JELLY, SPICED, SMOKED and COLLARED, GALANTINE of GAME, RUSSIAN CAVIARE, HAM and CHICKEN PATE, &c., &c.

MUSCATELS, SMYRNA FIGS; CRYSTALLIZED FRUITS,

PRIME STILTON CHEESE and YORK HAMS.

DRAGÉES.

All the Latest COSAQUES, viz .: - City of London; Sisters', Cousins' and Aunts'; The Emperor; The Surprise; Magic Sun Flower; The Caricature; Our Favorite Poets; 19th Century; Children's Calico Ball; Baskets with Holly Magic, &c.; Magic Flowers, &c., &c.

> TOYS in Endless Variety. PARLOUR CURLING POND-THE NEW GAME.

CASES, WORK BASKETS, GLOVE and HANDKERCHIEF BOXES, NEW CARD STAND, LIQUEUR STANDS, TOILET MIRRORS, CIGAR CASES, &c., &c.

CHRISTMAS and BIRTHDAY CARDS. GIFT BOOKS.

LANE, CRAWFORD & Co.

KELLY

HAVE just Received A Quantity of Very ELEGANT PHOTOGRAPH FRAMES, Illuminated PHOTOGRAPH ALBUMS, and CaSES. Olive Wood WRITING CASES and Other GOODS.

CARDS. New Fine Art GOODS.

Morocco GLOVE & HANDKERCHIEF A Large Variety of CHRISTMAS BLOCKS. PRESENTS. New Illustrated Edition "Campens"

Reed's "Japan," beautifully Illustrated. Miss Bird's "Japan," beautifully Illust. McGrath's "rictures from Ireland." Dalziel's "British Dogs." Fowler's "Locke."

Hongkong, December 14, 1880.

WALSH Trevelyan's "History of Charles James

Ainsley's "Guide to Marine Board Examinations," new edition, 1880. Chambers' "Encyclopædia," new edition, "Horses and Roads," by Free Lance. "Afternoon Tea" and "Pretty Polly,"

the Children's Books of the season. Handsomely Bound PRESENTATION New MENU and NAME CARDS. "Notes on Game and Game Shooting."

LETT'S DIARIES and DATE BEZIQUE SEPS and SCRAP BOOKS CIGAR and CIGARETTE CASES, MEERCHAUM PIPES, &c. " Pictures from German Fatherland." Frank's "Japanese Pottery." Pery's "Navies of the World." Hamerton's "Etching and Etchers."

"Hand book of Architectural Styles."

LIAVE Received their Usual Well Selected STOOK OF WINTER GOODS and NOVELTIES FOR THE SEASON.

COMPRISING:-BED and TABLE LINEN, CRETONNES, SILK, SATIN, VELVET, and VELVETEENS

in Various Shades. CLOTH and CHENILLE MANTLES. CLOTH, SERGES, BEIGES: CASHMERE, STOCKENETT, and JERSEY. WRAPS, SILK, WOOL, and CHENILLE SCARVES.

Ladies' and Children's HATS. FLOWERS, FEATHERS, and Fancy WINGS. WOOLLEN GOODS for Children.

Knitted DRESSE Christy's FELT HATS. Gent's HOSIERY.

FRENCH, ENGLISH, and GERMAN, ROCKING HORSES. FEEDING. DOLLS. TREE ORNAMENTS. VELOCIPEDE HORSES.

COSAQUES. CHRISTMAS and NEW YEAR CARDS. BRONZE and TERRA COTTA STATUES.

ALBUMS, BOOKS, MUSICAL BOXES, LADIES' COMPANIONS, BAGS, BASKETS, &c., &c. Hongkong, December 8, 1880.

To Let.

TO LET. N MARINE LOT No. 65, FIRST-CLASS GRANITE GODOWNS. Apply to MEYER & Co. Hongkong, July 25, 1879.

COAL GODOWNS-TO LET.

DURROWS' GODOWNS, Nos. 43, 56 D and ofa, PRAYA East; with Private WHARF.

The GODOWNS, Nos. 111, 1114 and 113, WANDEL ROAD. SIEMSSEN & Co.

Hongkong, September 13, 1880. TO LET. TAIRST FLOOR and GROUND FLOOR

of House No. 4, Praya East (known as the Bruz Houses); Possession on the 1st of Cotober.

The HOUSE opposite the WANCHI PIER, Marine Lot No. 29, containing 8 Rooms, etc., etc. with Gas and Water laid on; Immediate possession. Apply to

Hongkong, September 2, 1880.

MEYER & Co.

PUBLIC AUCTION. HE Undersigned has received in-

TUESDAY, Naval Yard,—

Old Iron, Iron Nails, Hoses, Airing 188, NASSAU STREET, NEW YORK Stoves, Lenses, Tent Poles, Canvas Bags. Old Glass, Lignum Vites, Chocolate, Biscuit Dust, Cook's Fat, Clothing and Implements.

J. M. ARMSTRONG. Government Austioneer.

TO. 8, Hoterwood Road, containing RIGHT ROOMS and OUT-Houses. DAVID SASSOON, SONS & Co. Hongkong, December 3, 1880.

NOTICE TO MARINERS. No. 127.

Intimations.

à CHINA SEA.: SWATOW DISTRICT

BREAKER POINT LIGHT HOUSE. NTOTICE is hereby given, that the LIGHT On BREAKER POINT was exhibited for the first time at Sunset on the 8th Decem-

The Illuminating Apparatus is a First Order Dioptric Occulting Li ht alternately showing for eight seconds and auddouly disappearing for two seconds. It shows while from S. 55° W. found by W. to A. 53° E., and red in shore of both these bearings as far as t e land. The bearings (Taking Cargo & Passengers at through rates are magnetic and taken from seawards. The Light is elevated 152h fact above the level of the sea, and in clear weather it should be visible at a distance of 19 nauti-

The Tower is round, of iron, 91 feet high, with a total height from its base to A the lantern vane of 120 feet. The Tower is painted in black and white porizontal bands, and the Dwellings and Boundary Wall white. Approximate position—Lat. N. 22° 56′ 30°

Lo g. E. 116° 28′ 10° By order of the Inspector-General of Customs, DAVID M. HENDERSON.

Engineer-in-Chief. Imperial Maritime Customs, Engineer's Office. Shanghai, 9th December, 1880.

WANTED, Employment by the ABVER-TISER. Has had several Years experience in BOOK-KESPING and ACCOUNTS. Address "VERITAS," China Mail Office. Hongkong, December 18, 1880...

T OST.—This Afternoon, a GOLD BRACELET (Chinese-make, with UASH), between the STAG HOTEL and the GOVERNMENT PRINTER'S. The Finder will oblige by returning the same to Signora MILANI VELA, Stag Hotel, and will Rewarded, if necessary.

Ho; gkong, December 15, 1880. THE CHINESE INSURANCE COM-PANY, LIMITEO.

NOTICE. THE Transfer BOOKS of this Company will be CLOSED from the 27th to the 31st Instant, both days inclusive. By Order of the Board of Directors,

J. BRADLER SMITH, Secretary. Hongkong, December 18, 1880.

HONOKONG AND CHINA GAS COM-PANY, LIMITED. THE Transfer BOOKS of this Company will be CLOSED from the 21st instant until the 4th Proxime, both days

Manager. Hongkong, December 9, 1880. KONSULAT DES DEUTSOHEN

A. NEWTON.

REICHES IN AMOY.

NOTIFICATION. HE German sailing vessel "ALFRED HERMA N" having been plundered in the year 1861, at the south Cape of Formosa by the inhabitants of that locality, And the Imperial Covernment of Union having now on this account paid to the

Tipperial German Government the Sum of Four thousand Dollars,-Parties that have austained any loss of property by the above mentioned plundering of the ship "ALPERD GERMANN" are hereby invited, to Hand in Applications, properly substautiated, to the imperial Consulate at Amoy not later than the Isr OOTOBER, 1881.

Amoy, the 2nd December, 1880. V. AICHBERGER, Imperial German Consul.

MHE "FAR"EAST. THE ISSUES OF 1878 WANTED. Apply at this OFFICE. Houseong, October 4, 1880.

DENTAL NOTICE.

TR. ROGERS has returned, and is now ready to RECEIVE PATIENTS at his Rooms, the First-floor of the premises lately occupied by the National Bank of

Hongkong, December 7, 1880. structions from H. M. Naval STORE- TR. A. HAHN'S DANGING CLASSES KEEPER to sell by Public Auction, on have been Re-opened on the lat October.
Fletcher's Buildings,

> Hongkong, October 4, 1880. Mr. Andrew Wind, NEWS AGENT, &C.

No. 6, QUEEN'S ROAD EAST.

is authorized to receive Subscriptions, Ad vertisements, &c., for the China Mail Overland China Mail, and China Review. DYNAMITE, FUSES, DETONATORS,

FROM NOBEL'S EXPLOSIVES CO., LIMITED, GLASGOW, can be had in any Quantity on application to THE BORNEO Co., Ld., Agents.

Hongkon , March 8, 1880. SAILORS' HOME.

A NY Cast-off CLOTHING, BOOKS, or A PAPERS will be thankfully received at the Sailors' Home, West Point. Hongkong, July 25, 1878,

Shipping.

Steamers.

FOR SWATOW, AMOY, TAMSUI AND TAIWANFOO. The Steamship Captain Pocock, will be SINGAPORE, PENANG, COLOMBO, despatched for the above POMRAY ADEN SHEZ PORT Ports on TUESDAY, the 21st Instant, at

Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Cb. Hongkong, December 16, 1880.

FOR SHANGHAI VIA AMOY. for CHEFOO. NEWCHWANG, TIEN-TSIN, HANK )W and Ports on the YANGTEZE. The Co.'s Steamship

se 22ad Lastant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

FOR PORT DARWIN, COOKTOWN, SYDNEY AND MELBOURNE. (Calling at TOWNSV:LLE & BRISBANE, if sufficient inducements offer, and Taking Cargo and Passengers for all Australian and New Zealand Ports.)

For Freight or Passage, apply to

Hongkong, December 9, 1880. FOR LONDON VIA SUEZ CANAL

GEO. R. STEVENS & Co.

The Steamship 41 Glenhuon," above on or about the 24th Instant. For Freight or Passage, apply to JARDINE, MATHESON & Co.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for CHRFOO, NEWOHWANG, TIEN-

Hongkong, December 18, 1880.

the YANGTSZE.) The Co.'s Steamship "Cyclops," Capt. C. Butles, will be despatched on or about the 27th lustant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, December 17, 1880.

NOTIOE. COMPAGNIR DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship commandant Homes, will be despatched for cortly after the arrival the next French Mail from Europe. "G. DE CHAMPEAUX.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

Hongkong, December 15, 1880.

PAQUEBOT POSTE FRANCAIS. The Co.'s Steamship "Anadyr." Commdt. HERNANDEZ, will be despatched for

HANGHAI shortly after her arrival from G. DE CHAMPEAUX. Agent. Hongkong, December 15, 1880, OCEAN STEAMSHIP COMPANY.

FOR LONDON PIA SUEZ CANAL The Co.'s Steamship " Hector." Capt. E. Billings, will be despatched on or about the 26th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, December 8, 1880. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL The Co.'s Steamship

Captain T. S. Jackson, will be despatched on or about the 1st January, 1881. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, December 8, 1880.

STEAM TO BOMBAY VIA STRAITS The P. & O. S. N. Co.'s Saigon and Penang. Steamship will leave for the above

on or about 1st Proximo.

Superintendent. P. & O. S. N. Co.'s Office, Hougkong, December 15, 1880.

chipping.

Steamers.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM FOR

BOMBAY, ADEN, SUFZ, PORT SAID, AND TRIESTE. Toking Cargo at through rates to CAL-CULTA, JEDDAH, ODESSA and the

MEDITERRANEAN PORTS. The Co.'s Steamship will be despatched a

lat Prozimo.

For Freight or Passage, apply to MELCHERS & Co. Hongkong, December 13, 1880.

(Taking Cargo at through rates to NEW. JOKK and HAMSURG.) The Steamship Captain E. F. PARK, will be despatched as above on or about the 7th January, 1881.

JARDINE, MATHESON & Co. Hongkong, December 18, 1880. UNION LINE.

Capt. F. GRANDIN, due Preximo, will have immediate despatch for the above Port.

Hongkong, December 18, 1880.

Sailing Vessels.

FOR SAN FRANCISCO. The A 1 Hondurau Bark Bollo, Master, will load here for the above Port, and will have quick despatch.

Hougkong, December 18, 1880. FOR LONDON. The A 1 German Brig " Catharine.

Hongkong, December 2, 1880. FOR SAN FRANCISCO.

will have quick despatch. For Freight, apply to

FOR NEW YORK. The A 1 American Schooner Brown, Master, will load here for the above Port, and will

Hongkong, November 29, 1880. FOR LONDON AND HAMBURG. The A 1 German Bark

For Freight, apply to VOGEL & Co. Hongkong, November 15, 1880.

For Freight, apply to RUSSELL & Co. . Hongkong, November 8, 1880.

For Freight, apply to

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

GENOIES at all the Treaty Ports of China and Japan, and at Singapore. Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

> NO CHARGE FOR POLICY FEES. JAS. B. COUGHTRIE. Secretary.

FOR LONDON VIA SUEZ CANAL

For Freight or Passage, apply to

FOR NEW YORK VIA SUEZ CANAL The Steamship

For Freight or Passage, apply to RUSSELL & Co.

For Freight, apply to RUSSELL & Co.

For Freight, apply to

The A 1 American Ship

RUSSELL & Co. Hongkong, November 29, 1880.

have quick despatch. For Freight, apply to RUSSELL & Co.

Captain Nissan, will load here for the above Ports, and will have quick despatch.

FOR NEW YORK. The A 1 American Barque MERRIMAN, Master, will load here for the above Port, and

FOR HAVRE AND LONDON. The 5/6 L.1.1. German Bark RALISEN, Master, will load here for the above Ports, and will

Hangkong, November 1, 1871.

FANCY CHOCOLATES AND SWEETS.

PHOTO FRAMES, ALBUMS, COROMANDEL INKSTANDS, DRESSING PLUSH BAGS, SCENT CASES, CARD CASES, BLOTTERS, BRONZED

Hongkong, December 1, 1880.

Patent Everflowing PENS. A New Assortment of CHRISTMAS A Large Selection of CHRISTMAS BOOKS, in Russia, Calf and Morocco JUVENILE BOOKS, beautifully, illus- Leathers.

ROSE & Co.

Ladies' and Children's BOOTS and SHOES. Hendrie's and Atkinson's PERFUMERY.

Auctions.

the 28th Dec., 1880, at Noon, at H. M. OLD SUNDRY Condemned Naval Victualling, Transport and Medical STORES, comprising :-

(New), at Kowloon. TERMS OF SALE.—As customary.

Hongkong, Dec. 16, 1880.

TWO 60-Horse-Power BOILERS

TO LET.

OCEAN STEAMSHIP COMPANY.

Capt. R Jago, will be despatched on or about ". Nestor."

Hongkong, December 14, 1880.

The Steamship JOHN JOHNBUN, Comdr., will be despatched as above on or about THURSDAY, the 23rd Instant.

(Taking Cargo at through rates to NEW YORK and HAMBURG.) Captain R. DONALDSON,

> BULLING, Master, will load here for the above Port, and will have quick despatch. TSIN, HANKOW and Ports on

> > Fellows, Master, will load here for the above Port, and

For Freight, apply to VOGEL & Co. Hongkong, November 23, 1880.

FOR NEW YORK. The A 1 American Bark "John R. Stanhope," PILLSBURY, Master, will load here for the above Port, and will have quick despatch.

have quick despatch. ARNHOLD, KARBERG & Co. Hongkong, Ogtober 28, 1880.

HEAD OFFICE-HONGKONG.

Hongkong, May 20, 1870.

AMERICAN AND ENGLISH GROCERIES, FRESH SUPPLIES RECEIVED BY EVERY

A PPLES, Green and Dried. M QLASSES, Canned and Bottled. E ASTERN CREAM CHEESE. R YE MEAL, BUCKWHEAT. I NDIAN CORN MEAL, OATMEAL. CRACKED WHEAT, HOMINY. A SSORTED JELLIES in Glass Jars. N UTS-BARCELONA, BRAZIL, SHELLBARK, ALMONDS, PECAN WALNUTS

GREEN TURTIF, 11b. and 2lb. Cases. R USSIAN CAVIARE. O X-TONGUES, Smoked and Pickled. O LAM CHOWDER. E AGLE BRAND CONDENSED MILK. R ICHARDSON & ROBIN'S DEVILLED

MEATS. I TALIAN PASTICS, MACCARONI and VERMICELLI. EASTERN HAMB and B. CON. 8 MOKED SALMON.

**✓ALIFORNIA** JOMPANY'S BISCUITS. Alphabetical BISCUITS. Soda CRACKERS. Wafer BISCUITS. Ginger CA KES. Milk BISCUITS.

Oyster BISCUITS.

HORSE RADISH in Bottles. Soused Lamb's TONGUES. Comb HONEY in Original Frames. Soused Pig's FEET. Strained and Comb HONEY in Bottles. Family Pig PORK in Kegs. Family Moss BEEF in Kogs. No. 1 Boston MACKEREL in Kits. Salmon BELLIES in Kits. Paragon MACKEREL in Tins. English BRAWN. Compressed OX-TONGUE. Compressed Corned BEEF.

Cutting's Dessert FRUITS in 211b Cases. Assort, Canned VEGETABLE MINCEMEAT.

> Sausage MEAT. Assorted SOUPS, Stuffed PEPPERS, . Queen's OLIVES.

Assorted PICKLES. California CANDIES. The American BROILER. Waffl - IRONS. Lemon SQUEEZERS.

CROSSE & BLACKWELL'S

-a n dJOHN MOIR'S FAMOUS HOUSEHOLD

STORES. Wiltehire PACON in Wrapper. Irish Selected BACON in 216 & 41b Tins. Cumberland HAMS.

Breakfast TONGUES. Russia OX TONGUES Oxford SAUSAGES.

HAM, TONGUE, and Chicken SAUSAGE. Truffled SAUSAGES. Potted MATS and FISH.

Phillippe and Canaud's PATE DE FOIR GRAS. Phillippe & Canaud's ASPARA-

Phillippe & Canaud's SARDINES. Gelatine LOZENGES. Assorted SWEETS. GILATINE.

Maille's French MUSTARD. Angle Swiss CHOCOLATE and MILK. Anglo Swiss COCOA and MILK. Crosse & Blackwell's CHOCOLATE. Masson's CHOCOLATES Assorted.

Schweitzer's CCCOATINA. Van Houten's COCOA. Epp's COCOA. COSAQUES.

Liebig's Extractum CARNIS. Smoked COD-ROES. Dried SPRATS.

Findon HADDOCK. HERRINGS A LA SARDINE Yarmouth BLOATERS. Kippered BERRING. Dried HERR'NGS.

BARDINES with TOMATOES. Assorted PICKLES. Assorted JAMS. Calf's Foot JELLY.

Essences for Flavoring. SAUCES.

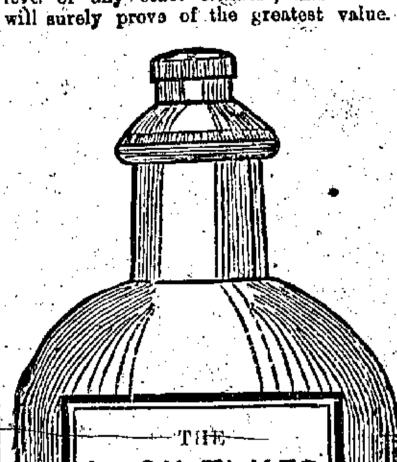
Candied PEEL, ALMONDS. . CURRANTS in Bottle and Bulk. RAISINS in Bottle and Bulk. Mincemeat : Cerraway SEEDS

Ground COFFEE. Raw COFFEE. PRESENT TEA in 5 Catty and 10 Catty Boxes; Good BREAHFAST TEA 25 cents per lb.

Hongkong, November 22, 1880.

Intimations.

THIS HAIR WASH has been prepared by us for the last 20 years. Its sale is steadily increasing in India; the Straits and Japan. It possesses all the qualities of a Hair Oil or Pomade without their stickiness. It induces a healthy action of the scalp and nourishes the Cair. Dandruff never appears whilst it is in use. It contains none but the best ingredients, and the greatest care is taken in the compounding. When the Hair falls off after fever or any other sickness, this Wash



AQU-TI-KE

An unique and elegant appendage to the Toilet, combining in itself the properties of a Hair Grease, Wash, and

Restorer. PREPARED ONLY BY LLEWELLYN & CO.,

Chemists. do. . SHANGHAI.

From its great nourishing power on the follicles it may in time cause Hair to return to its natural color; it, however, does not contain a particle of any dyeing ingredient. Using it constantly will most certainly prevent the Hair falling. It is cleanly in use, the smallest quantity sufficing. It has no

DIRECTIONS.

A small portion to be poured upon the Head, and to be rubbed into the roots of the Hair.

No Pomade required.

J. LLEWELLYN & Co., Shanghai. Hongkong Agents: LANE, CRAWFORD & Co.

FRENCH COCHIN-CHINA.

PUBLIC ADJUDICATION. FARMS FOR RICE-SPIRITS AND PROM JANUARY 1, 1882, TO DECEMBER 31,

N the 20th day of January, 1881, at 8 o'Clock a.m., will take place, in the Ordinary Hall of Adjudication of the Director of the Interior at Saigon, the Adjudication with reference to the sealed TENDERS for the FARM of RICE-SPIRITS Taking through Cargo for NEW ZEALAND and OPIUM, for the TERM of THREE YEARS, commencing on the 1st of January, 1882,

and ending on the 31st December, 1884. The Conditions of the Contract are deposited with the Direction of the Interior at Saigon; at the Mairie at Cholon; at the Chief Residence of each of the Districts of the Colony (Bureau de l'Administrateur); at the Bureau du Représentant de protec torat franccis, at Phnum penh; and at the French Consulates of Bangkok, Batavia, Singapore, Hongkong, and Shanghai.

COCHIN-CHINE FRANCAISE.

ADJUDICATION PUBLIQUE.

FERMES DES ALCOOLS DE RIZ ET DE L'OPIUM DO 1ER JANVIER 1882 AU 31 DECEMBRE

T E vingt janvier mil bult cent quatrevingt-un (20 janvier 1881), à huit boures du matin, il sora procede, dans la salle ordinaire de acjudications de la Direction de l'intérieur à Saigon, à l'adjudication, sur soumissions cachetées, des fermes des alcools de riz et de l'opium pour une darée de trois années, commerçant le ler janvier 1882 et prenant fin le 81 décembre

Les cahiers des charges, relatifs à ces fermages, sont déposés à Saigon (Direction de l'interleur); à Cholon (mairie); au cheflieu de chacun des arrondissements de la colonie (bureau de l'administrateur); Phnum-penh (bureau du Représentant du protectorat français); et aux consulats franais de Bang-kok, de Satavia, de Singapore, de Hong-kong et de Shanghaï.

察駐國運年為衙事安

在黎駐衣十個門照南 架資門月自定壹貢 波角或卅一公千內 者年片正論

Notices to Consignees.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNRES of Cargo per Steamship OCEANIC, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Steamer will be landed and stored at Consignees' risk and expense. C. H. HASWELL, JR.,

Hongkong, December 17, 1880.

FROM LONDON AND SINGAPORE. THE S.S. Glenfalloch having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goodswith the exception of pium-are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be

Detional Cargo will be forwarded unless: notice to the contrary be given before 5 p.m. To-DAY, the 14th Instant. -Pargo remaining undelivered after the 21st Instant will be subject to rent. No Fire Inquiance has been effected Bills of Lading will be countersigned by

JARDINE, MATHESON & Co. Hongkong, December 14, 1880. de21

OF LIVERPOOL. THE Undersigned having been appointed AGENTS of the above Company, are

THE INTERNATIONAL MARINE

INSURANCE COMPANY, LIMITED,

prepared to grant Policies on MARINE RISKS to all parts of the World. ARNHOLD, KARBERG & Co. Hongkong, Nov. 27, 1880. 27no81

To-day's Advertisements.

FOR MANILA (DIRECT). The Spanish Steamer · Romulus?" Captain TREMOYA, will e despatched as above TO-MORROW, the 21st lnst., at 2 p.m.

For Freight or Passage, apply to REMEDIOS & Co. Hongkong, December 20, 1880. de21 FOR SWATOW, AMOY & FOOCHOW

The Steamship " Fokien." Captain Abbott, will be despatched for the above Ports on THURSDAY, the 23rd Inst., at sediment, and therefore requires no shaking. For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co. Hongkong, December 20, 1880. FOR MANILA (DIRECT)

The Steamship " Esmeralda." Captain Talbor, will be despatched for the above Port on THURSDAY, the 23rd Inst., at

For Freight or Passage, apply to 化自己多价品 旋 印心 Hongkong, December 20, 1880. FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

(Calling at TOWNSVILLE should sufficient inducement offer.)

The Eastern and Australian Steamship Co.'e Steamer Brisbane" will be despatched as above on or about

the 31st Instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.

Hongkong, December 20, 1880. FOR NEW YORK. The A 1 American Bark Fred. P. Litchfield"

will load here for the above Port, and will have quick de-

For Freight, apply to VOGEL & Co. Hongkong, December 20, 1880.



MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE. ITHE S. S. SUMIDA MARU, Captain 1 HUBENET, will be despatched as above on FRIDAY, the 24th December, at

Cargo received on board until Noon and Parcels at the Office up to 2 p.m. of 24th. No Bill of Lading signed under \$2 All Claims must be settled on board before delivery is taken, otherwise they

will not be recognized. RATES OF PASSAGE.

Cabin. Steerage. Co. ...\$ 60 \$15 Го Кове.....\$ 60 "Yokohama & Nagasaki... 75 SHANGHAI VIÂ YOKOHAMA... 120 🍝 40 ,, Кова..... 95 A REDUCTION is made on RETURN CABIN

OARGO and Passengers for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe. For further Particulars, apply at the Company's OFFICES, No. 50A. QUEEN'S

ROAD CENTRAL. Hongkong, December 20, 1880.

Not Responsible for Debts.

Mether the Captain, the Agents, nor General .- BUTTERFIELD & SWIRE. Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbourt-

Annie S. Hall, American barkentine, Captain C. H. Nelson. - Wieler & Co. CATHABINE, German brig, Captain A. Bulling.—arnhold, Karberg & Co. CEVIALE, German barque, Capt. Nissen. -Siemssen & Co.

URANTA, German ship, Capt. R. Molsen.

To-day's Advertisements. THEATRE ROYAL.

CITY HALL, HONGKONG.

CUGNOR CAGLI'S New and Much ITALIAN OPERA COMPANY. gnor Cagli trus's that Signor BERGAMAS can will receive the support of the Public of Hongkong.

THIS EVENING, 20th Dec., BENEFIT of Signor BERGAMASCHI, on which occasion the Grand Opera of "Il Trovatore." by VERDI, will be produced.

Between the 2ND and 3RD ACTS Signor BERGAMABCHI, kindly assisted by Signora GENOLINI and Maestro VELA, will give Grand Scena, Aria e Romanza," "Un Ballo in Maschera."

WEDNESDAY, 22nd Dec., Last Night of the Opera in Hougkong. SIXTH SUBSCRIPTION NIGHT, Barbiere di Siviglia.'

Saits may be secured and Tickets ob tained at Messra Kelly & Walsh's. Hongkong, December 20, 1880.

NIGHT AUCTION! CHRISTMAS 1880.

·HE Undersigned has received in

\* structions to sell by Public Auction, THURSDAY,

the 23rd December, at 8 o'Clock p.m., at Messrs Rose & Co.'s Premises, Queen's Road,-

(Without Reserve), A Large Selection of TOYS and FANCY ARTICLES, suitable for CHRISTMAS PRESENTS.

Also. A Quantity of DRESS GOODS. SURPLUS STOCK. TERMS.—Cash on delivery.

G. R. LAMMERT, Auctionser. Hongkong, Dec. 20, 1880.

NOTICE TO CONSIGNEES. S. S. "SUMIDA MARU," FROM KOBE AND YOKOHAMA.

CONSTONEES of Cargo by the above their-Bills of Lating for countersignature,

Cargo impediat the discharge or remaining on board after Tuesday, the Jonaignees' expense and risk. No Fire Insurance will be effected.

MITSU BISHI MAIL S. S. Co., 50A, Queen's Road Central. Hongkong, December 20, 1880,

TIENDERS will be RECEIVED at this OFFICE up till Noon of TUESDAY 4th January, 1881, for REPAIRS to the ROOF of VERANDARS of the Deputy I spector General's Residence at the ROYAL NAVAL HOSPITAL, according to Specification and Conditions, to be seen on application to the Undersigned. The lowest or any Tender will not be

necessarily accepted. GEORGE COLES. . For Naval Storekeeper.

H. M. Naval Yard, Hongkong, December 20, 1880.

SHIPPING

ARRIVALS. Dec. 18, 9 p.m., Conquest, British steamer, 318, Thos. Hamlin, Haiphong Dec. 14, Pakhoi 15, and Hoihow 17, General.-

SHUN HANG. Dec 18. China. German steamer, 648, Ackermanic, Shanghai Dec. 15, General.-Siemssen & Co. Dec. 19, Fokien, British steamer, 509, J. C. Abbott, Foschow Dec. 15, Amoy 17, and Swatow 18, General -- Douglas La-

PRAIR & Co. Dec 19, Chinkiang, British steamer, from Canton. Dec. 19, El Dorado, British steamer, from

Dec. 19. Pautah. Chinese steamer, from Dec. 19, H.M.S. Kestrel, from Canton. Dec. 19, Prospector, British barque, 235,

W. Anthony, Newcastle (N.S.W.) Nov. 1, Coal.—EDUARD SCHELLHASS & Co. Dec. 19. Amoy, German 3-m. schooner, 314, F. E. Schade, Chefoo Dec. 12, General ED. SCHELLHASS & Co. Dec. 19, Anchises, British steamer, 1304,

C. Jackson, Shanghai and Foochow Dec. 17. General, -BUTTERFIELD & SWIRE. Dec. 19, Sumida Maru, Japanese str., 826, H. Hubenet, Yokohama Dec. 11, and Kobe 14, General.-MITSU BISHI M. S. S.

Dec. 19, Olympia, German steamer, 783,

F. Nagel, Swatow Dec. 18, General.-

BUTTERFIELD & SWIRE. Dec. 19, Tunis, British steamer, 886. J. W. Irvine, Saigon Dec. 13, General .-JARDINE, MATHESON & Co. 1.15 P.M. Registry coance. Dec. 19, Yungching, Chinese steamer, 761, F. Wallace, Haiphong Dec. 16, and Hoihow 18, Rice -C. M. S. N. Co. Dec. 19, Menzaleh, French steamer, 1273 Homery, Yokohama Dec. 12, Mails and General.-MESSAGERIES MARITIMES, Dec. 20, Amazone, French steamer, 2102,

Lormier, Shanghai Dec. 17, Mails and Genoral - MESSAGERIES MARITIMES. Dec. 20, Newhwang, British steamer, 557, J. H. P. Parker, Shanghai Dec. 17. Dec. 20, Urania, German ship, 1091, R. Molsen, Cardiff Aug. 15, Coal. - P. & O.

CLEARED. Ching too, for Takao. Conquest, for Holhow, &c. Albay, for Swatow, &c. Olympia, for Shanghat. Hattie N. Bange, for Saigon. Esperance, for Labuan. Marie Alfred, for Singapore. Pautah, for Shanghai. Aberdonian, for Bangkok,

DRPARTURES. Dec. 19, Hainan, for Holhow. dec. 19, Orion, for Fenning Island. 19. Woodville, for Bangkok. 19, Ping-on, for Holhow, &c.

19. China, for Canton. 19, Peng-chou-hai, Chinese g.b., for a 20, Oldbridge, for Manila. 20, Anchises, for Singapore, &c. 20, Menmuir, for Melbourne, &c.

20, El Dorado, for Shanghai. 20. Chinkiang, for Shanghal. 20, Septima, for Whampon. 20. Atalanta, for Chinking. 20. Hing Shing, for Swatow, dec. 20, Newchwang, for Canton.

Per Amazone, from Shanghai : for Hongkong, Hon. P. Ryrie and servant, Messra Robert Collard, Symons and servant, and Frean, and 12 Chinese; for Sucz, Lieut D. Zummerman; for Marseilles, Lieut. Te-

PASSENGERS.

wacheff, and Mr Eckhold. Per Menzaleh, from Yokohama: for Singapore, Messrs Sacconi, Fernandez, and Cattemburg's servant ; for Batavia, Mr and Mrs Cattemburg and Infants; for Suez, Mr and Mrs Tikai, 2 infants and 2 servants for Naples, Messre Moretti, Amati, and F V. Mare ; for Marseilles, Messrs A. Tikai Biffil, Mazzochi, Obyaghi, Tanabea, Shmidzu, Savio, H. Sazuki, Mrs. Denison, Measts O. Maurer, H. Biecke, F. Reiner, Choynet, Siclet, R. Hayano, M.s Locker and infant, Mesars Gagliardi, E. Okada, Hashimoto

and Domergue. Per Fokien, from Coast Ports, Madame Marchal, Messrs T. Meyer and F. Specht, Capt. S. Ashton, Officers and Engineers of S. S. Douglas, one European deck, and 125

Per Anchises, from Shanghal and Foochow. Mr Lubbes, Master Lamont, Mr Mathews, and 13 Ohinese. Per Conquest, from Halphong, &c., 1 European deck, and 30 Chinese. Per China, from Shaughai, 24 Chinese.

Por Sumida Maru, from Yokohama, &c one Furopean, two Japanese, and six Chinese in Steerage. Per Olympia, from Swatow, 125 Chinese. Fer Tunis, from Saigon, 353 Chicese. Per Yungching, from Haiphong, &c., 15

Per Menmuir, for Melbourne, &c., Mi D. B. Taylor, 4 2nd Class, and 178 Chinese. Per Hainan, for Hollow, 17 Chinese; for Haiphong, 3 Chinese. Per El Dorado, for Shanghal, 1 Chinese. Per Chinkiang, for Shanghai, I Cabin. Per Hing Shing, for Swatow, 110 Chi-

TO DEPART. Per Pautah, for Shanghai, 12 Chinese. SHIPPING REPORTS.

The British steamer Conquest reports: Haiphong to Pakhoi light airs and fine westher. Pakhoi to Hoihow fresh E N.E. wind and hazy. In Hoihow, strong Easterly wind and rainy weather. Thence to port fresh monsoon and heavy sea.

The British steamer Fokien reports: Foochow to Amoy and Amoy to Swatow. fresh monsoon and overcast with high sea Vessel are hereby requested to send in | Swatow to Hongkong, strong N.N. W. wind and fine with high sea. In Foochow: and take immediate delivery of their Goods H.M.S. Magpie, and S. S. Hae-san. In Amoy: Co.'s str. Namoa, S. S. Electra and Chefoo. Co.'s str. Hailoong in dock. In Swatow: S. S. Miramar and Yottung. 21st lustant, will be landed and stored at S. S. Olympia and Tientsin left Swatow for

North on night of 18th. The Japanese steamer Semida Maru reports: Strong N.W. gales until leaving Coast of Japan, thence N.E. gales and rain. The German steamer Olympia reports: Fine weather throughout.

The British steamer Tunis reports Steady monsoon and moderate breeze. The Chinese steamer Yungching reports: Left Haiphong on the 16th. Met S. S. Cleveland bound in. Arrived at Holhow on the 17th, and left on the 18th. Had strong N.W. wind with heavy sea to the Ladrones. Arrived at Hongkong on the 19th.

The British steamer Newchwang reports Fresh monsoon with cloudy overcast wea-The German ship Urania reports: On

2nd Dec., spoke German brig Schwan from Hamburg to Shanghai, in Gillolo passage. POST OFFICE NOTICES

MAILS will-close:-For MANILA.-Per Romulus, at 1.30 p.m. To-morrow, the 21st inst.

For BANGKOK .-Per Dale, at 4.30 p.m., on Wednesday, the 22nd inst. FOT SWATOW, AMOY, & FOOOBOW.-Per Fokien, at 5 p.m., on Wednesday,

the 22nd inst. For MANILA .-Per Esmeralda, at 11.30 a.m., on Thursday, the 23rd inst.

For YOKOHAMA via KOBE .--Per Sumida Maru, at 3.30 p.m., on Fri day, the 24th faut., instead of as previously notified.

MAILS BY THE FRENCH PACKET .e French Contract Packet Amazone will he despatched on WEDNESDAY the 22nd December, with Mails to an through the United Kingdom and Europe, vid Naples; to Salgon, Straits Settlements, Batavia, Burmah, Orylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and

Gibraltar. The usual hours will be observed in closing with, would be out of place. the Mails, &c. ..

MAILS BY THE UNITED STATES PACKET. The United States Mail Packet Oceanic, willdespatched on TUESDAY, closed as follows :-

2.30 P.M. Post-Office closes, but Letters for Union Countries may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure. Correspondence for Non-Union West Indies syoided. or Paraguay, cannot be sent by this Hougkong, Dec. 18, 1880.

MAILS BY THE BRITISH PACKET.-The British Contract Packet Kashgar will be despatched on WEDNESDAY the 29th December, with Malle to and through the United Kingdom and Europe vid Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon,

and Ascendion. V.B.—This Packet carries no mails for the Australian Colonies.

MEMOS. FOR TO-MORROW. Shipping. Daylight .- Albay leaves for Swatow, drc.

2 p.m. -Romulus leaves for Manila. Goods per Sumida Maru undelivered will Goods per Glenfalloch undelivered after this date subject to rent.

\_Miscellaneous. Transfer Books of the H. K. & C. GM Co., Limited, closed from this date to

General Memoranda

4th Proximo, inclusive.

WEDNESDAY, December 22:-Noon. - French Mail leaves for Ports of Call and Europe. 9 p.m.—Operatio Performance at the City

THURSDAY, December 28:--Daylight - Pokien leaves for Coast Ports Noon .- Esmeralda leaves for Manila. Meath leaves for Port Darwin, Cooktown, &c., on or about this date.

FRIDAY, December 24:-

Yokohama, cc. Monday, December 27 :-'Co., Ld., closed from this date to 31st

Instant, inclusive. TUESDAY, December 28:---Noon.-Auction of Sundries at Naval 3 p.m. - Occidental & Oriental S. S. Co.

Steamer leaves for Yokohama and San Francisco. WEDNESDAY, December 29 :-4 p.m - English Mail leaves for Ports Call and Europe.

SATURDAY, (New Year's Day), 1881 :-Mars leaves for Singapore, Penang, &c. on or about this date.

TESDAY, January 4:-

Noon,-Tenders for Repairs to Roof of Verandaha received by Naval Store-THE

HONGKONG DISPENSARY Established A.D. 1841.

香港大樂房

A. S. WATSON & Co., FAMILY & DISPENSING CHEMISTS. WHOLESALE AND RETAIL DRUGGISTS, IMPORTERS

DRUGGISTS SUNDRIES. NURSERY REQUI-SITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES. MANUFACTURERS

Sada Water, Lemonade, Tonic Water,

Gingerade, Potass Water, Sarsaparilla

Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision. Hongkong, June 1, 1876. PASSENGERS arriving in Hongkong, or any other persons who may desire to consult the files of local, China, Japan,

sixty newspapers, dailies and weeklies, from these countries, are now filed for At Shanghai, on the 13th Dec., the Wife of J. Gould, of a Daughter. At "Rung Tau," Shaughal, on the 13th

December, the wife of JOHN FINDLIY, of a Daughter. At Shanghai, on the 10th Dec., Mrs D. MIDDLETON, of a Son. DEATHS. At St. Xavier's College, Shaughai, on the

10th December, Anton Olsen, aged eleven years elx months, el lest and beloved Son of A. Olsen, I. M. Customa. On the 22nd Ost, at Malhouse, Ale ce, after a short but severe illness, FRITZ PEIL,

of Shanghai, aged 39 years. The publication of this issue commenced

at 9.25 p.m.

The China Mail.

HONGKONG, MONDAY, DEC. 20, 1880.

· ITALIAN OPERA. RIGOLETTO. A fairly numerous audience, including His Excellency the Governor, and Lady Hennessy, attended the City Hall on Saturday evening, when Verdi's popular | passed Cape St. James at 10 p.m., same day. opera Rigoletto was produced. believe that this was the first time Rigoletto has ever been performed in Hongkong, but as the argument of such a famous work must be known to the majority of opera-goers, and as a copy of the libretto was sold at the doors of the theatre, any detailed explanation of the plot and incidents connected there

The performance on Saturday evening, although hardly equal to the best efforts of Signor Cagli's Company, was quite up to the average, and the miss en that purpose, and that she changed her scene, and stage effects generally, sur-28th inst., with Mails for Japan, San passed anything yet seen during the Francisco, the United States, Canada, present season. A little more care in Honolulu, Peru, do., which will be lixing the set scenes would have made the illusion rather more complete, as it was scarcely realistic to have the wall surrounding Rigoletto's house shaking. and threatening to fall down every time it was touched. This kind of thing could easily, and ought to have been

The choruses were even worse than usual, and we really cannot understand de28 why the entire resources of the Company were not made available in a opera which essentially depends on dramatic effects for success. Signo Corti is an indefatigable workman, bu he cannot be expected to do everything in the chorus singing, and represent same costume. The same remarks ap-India, Aden, Egypt, Malta, and Gibly, to a great extent, to Signor Bocelli raltar. This is the best opportunity Signors Gozolini and Ruatolo, who lent for forwarding Correspondence to Mauefficient aid in La Forza del Destino ritius, E. Africa, the Cape, St. Holens, and other operas, would have proved exceedingly useful auxiliaries in Rigo-

their dignity as leading artistes. The abduction scene was simply burlesqued by the helpless quartette of supers, and the style of the organ professor, when he crossed the stage with Gilds in his arms, excited derisive cheers.

Signor Bergamaschi, as the deformed buffoon, is deservedly entitled to the highest honours of the performance, his interpretation and rendering of the part being a consummate exhibition of histrionic art. The actor's delineation of the hunchback's horror, when Monterone invokes the vengeance of heaven on his head, was exceedingly realistic, and he was equally powerful in his grief on discovering his daughter's abduction, and in his ferocious rage against the Duke when Gilds returns with the story of her wrongs. It would be unfair to such an accomplished vocalist, as Signor Bergamaschi has times out of number proved himself to be, to harshly criticise his singing on Saturday night as Rigoletto, or to guage his vocal qualifications 8 p.m .- Auction of Sundries at Mesers for that particular part by his then Rose & Co.'s premises, Queen's Road. comparative failure in vocal numbers which should suit him so well. Signor 4 p.m. - Mitsu Bishi Mail leaves for Bergamaschi was quite out of voice, and apparently so fatigued, that his failure to do himself justice could hardly Transfer Books of The Chinese Insurance be a cause for wonder to those who remembered his extraordinary exertions during the past three weeks. Although occasionally showing some of ms old power, the popular baritone was generally ineffective, and frequently sang out of tune. Signora Vela was a charming Gilda, both her acting and singing being marked by great care and discrimination. The character however is somewhat heavy for Signora Vela, and she was hardly equal in several parts to its musical requirements. As the profligate Duke of Mantova, Signor Bo-Avoca leaves for Bombay on or about this | gamini scored another legitimate success. His voice was in excellent order, and the artistic manner in which he sang the well-known aria "Fair shines the moon to-night" invoked enthusiastic applause. Signor Bagagiolo and Signora Cobianchi were generally effective in the minor characters, Sparafucile and Maddalena, and Signora Perelli made the most of the small part

The musical successes of the opera were undoubtedly the tenor aria already alluded to the great air finale (" Caro nome") and the famous quartet. The last named, one of the most harmonious masterpieces of music ever written, probably unsurpassed by anything from Verdi's facile pen, is remarkable for the skill which the composer has shown in blending together four different characters with four entirely different expressions. Sung by Signoras Vela and Cobianchi, and Signors Bergamaschi and Boganini, the quartet was undoubtedly one of the finest things of the present operatic season, and the audience showed their appreciation of it, by demanding its repetition, to which the artistes graciously acceded. The compliment paid by the audience to the talented performers was undoubtedly well meant, but it was hardly fair to insist on their repeating a trying and difficult piece of music, after such a fatiguing evening's

The orchestra was again conspicuous American, English, Indian or Austra- for its general efficiency, and too much lian newspapers, are invited to call at praise cannot be awarded to Signor Vela the "Onina Mail" Office, where over for the taste, discretion and skill he for the taste, discretion and skill he

most difficult passages. Signor Bergamaschi takes a benefit this evening, when the ever-popular Il Trovatore will be produced, with the same cast as in the previous representation. The popular baritone deserves a

LOCAL AND GENERAL.

next French Mail, per M. M. steamer Anadyr, may be expected to arrive here on Thursday, the 28rd inst. She brings London dates to the 12th Nov.

19th uito.

Wm are informed by the Partintendent that the Lombardy, with the next English mail, left Singapore for Hongkong on Sunday, the 19th inst., at 5 a.m.

Co.'s steamer Anadyr left Balgon for this port, yesterday (Sunday), at 3 p.m. She THE Shanghai papers state that the French flag-ship Thomis left that port for the Chusan group on the loth, and that the Admiral expects to be in Hongkong about the

Ir has been generally known for some time back that the steamer Alegion was to be fitted up for passengers for Honolulu and San Francisco, The Shanghai Mercury states that she is now being fitted up for

WE have been informed that, instead of ne length, the Iron Duke's 14-oared cutter was four lengths should of the Alert's 10-cared outter, at the finish in the rece for Men-of-war Cutters on Saturday. The slert's outter, on the other hand, was but one length shead of the Oyclop's ill-pared outter, instead of four, as we slated

the rival Dook Companies here have at last been arranged, although the exact nature of the arrangement cannot at yet be stated. To judge from the effect the fact seems to exercise upon the share quotations. half a dozen different characters in the it would seem that the ballet in the stock. of the older Company is now beginning to

You on the assume destined to maintain like

THE German corvette Freys left Shanghai for Hongkong on the 16th instant.

WE are informed by the Agent of the Messagories Maritimes Company, that the

28th instant.

Ws understand that the differences between

reputation as the dread of fire insurance letto, without in any way sacrificing companies, as another big ure is reported

of Giovanna.

invariably displays in conducting the

good house, and we trust he may get a

The next English Man, per P. & O. steamer Lombardy, may be looked for here on the 25th inst. She brings London dates to the

from that place this morning. According to a telegram received about noon to-day, the loss is estimated at about two lakhs of dollars. The China Fire Co. is sgain stated to be free from loss, although the Hongkong has suffered to some extent. These frequent fires ought surely to promote reform in the directions where reformation is most desirable : if not, risks in Yokohama will be less readily taken, we fancy, than

THE last issue of the Gazette was eagerly watched for by a few confiding persons, who expected to find in it further correspondence about the passenger trade hence to Honolulu. Those who have more experience in official modes did not expect to see any further documents than those already disclosed. But it might fairly be asked why the whole of the correspondence has not been published. Probably it is not finished, or it may be that Consul Mosby's advocacy of the Pacific Mall and Mr Haswell's square observation. and fearless inquiries after knowledge are not convenient just at the present time, when oil is being poured upon the troubled waters generally. It strikes us, however, that this question is not dead yet.

-WE understand that Mr J. Henningson was installed yesterday at 6 p.m. as Master of the Ionic Lodge for the coming year and that the ceremony was conducted in the presence of five past masters and several visiting brethren from H. M. S. Iron Duke. In the evening the members of the Lodge enterlained a large number of guests, and dancing was kept up till the small hours. The band of the Iron Duke, kindly lent by Amiral Coote, C.B., performed an excellent programme, and a very pleasant evening appears to have been passed .- Amoy Gazette,

In his recent work on Japan, Sir Edward J. Reed tells us that in the palace of Kioto. the old capital, until lately the god-emperor dwelt; here he was enthroned, here married, here died. When he walked in these gardens, mats were laid before him as he stopped to keep his foot from touching earth, and when he left them, as he rarely did, he was conveyed in a large carriage closed in by acreens, and as he passed along the people stopped and worshipped. Any sys that saw his sacred form would, the people believed, be blinded by the sight. Such, it aprears, was the state of things thirteen years ago only, and now the Mikado drives about the streets of Yedo in an open carriage, dressed in diplomatic uniform.

SUPREME COURT. IN CRIMINAL SESSIONS. (Before His Lordship the Chief Justice, Sin John Smale). Monday, Dec. 20, 1880.

The Jury consisted of Messrs A. J. Brandao, C. S. Taylor, C. C. Corvette, T. E Davies, Alex. Young, Wai Yuk, and George

The first case was that in which Yu Aming, Ng Acheung, Chan Ason, Lum Asam, and Tse Asik, wore charged with the larceny of a silver watch and chain from one Ip Sam Tim, a fortune teller, on the 20th November last.

Mr Li Hong Mi of the Magistracy Office acted as interpreter of the Hok Lo: or Swatow dialect. The evidence has been given in our Police Court reports of the o'clock. case. The whole of the five prisoners being now found guilty of the theft, evidence was put in of three previous convictions at the Police Court against the second defendant, and one for felony at the Supreme Court, and convictions were also proved against the 3rd and 4th prisoners. The sentences were deferred in all cases.

The second case that was before the Jury to-day was that of Fung a Tai, who was charged, first, with unlawfully, by fraudulent means, bringing a woman into the Colony for the purposes of emigration, and secondly with unlawfully bringing into this Colony a woman knowing that she had been purchased for purposes of prestitution. And unanimous verdict of "guilty" was found by the Jury on the first count, and on the second count a verdict of guilty by 6 to one. Sentence deferred.

Chan Avan and Yun Afu, were both found guilty of lareeny by the Jury; scentence was in both cases deferred by the Chief Justice.

THE RECENT GROUNDING OF THE "IRON DUKE."

### MAVAL COURT MARTILL.

A court martial was opened to-day on board the Victor Emanuel, to enquire into | think Lieut. Deurey. charges made against Captain Cleveland. Staff Commander James, and Li utenant Lieut.: I have worked the ship's course as to carry out the instructions. Clarke that they did, on July 30th, negli- directed by the Court. I am satisfied that the gently or by default, strand Her Majesty's ship Iron Duke on the reef off the Island is where the ship ought to have been of Okisers. The Court was composed of Commodors Smith. president. Captain Cuming of the Curocoa, Captain East of and Commander Grove of the Lily. Mr Wright, the Commodore's Secretary, acted

as Judge Advocate. In the absence of a prosecutor the Court agreed at the request of the Judge A . vocate to direct two navigating Lieutenants to work up the ship's reckoning in accordance with the Admiralty instructions.

Vice-Admiral Robert Coote, was first called and examined by the Judge Ad-Vocate as follows:-

Were you on board your flag ship at the time of her being stranded on the 30th July? -- Yet At what time did you leave the anchorage at Hakodate !-- At 2 o'clock in the

afternoon of the 29th July. When did you expect to round the Southern and of the Okisera-Island?-At acquainted with the Straits of Tauger. about six o'clock on the following morning. Did you expect to see land before you

rounded ?-Certainly. Please state to the Court generally the directions you caused to be given concerning the navigation of the Iron Duke .- I caused none In explanation I may say that I was informed of the course the ship was going to take.

By the Court Did you approve of the course given !- I acquie ced in it. Do you recollect if that course was altered before the ship struck ?- I am aware it was altered. I was seleep at the

Do you recollect at what time that occurchart. About half a mile.

red - Shortly before 5 o'clock. Was any reason given for altering it at that time !-- I was told by Captain Cleveland that land been seen on the starboard bow, and conceiving that that land was the South point of Okusra he directed the ships head to be pointed West by North. It unfortunately turned out not to be the Bouth and of Okisers. A dense fog had come on quite obscuring the land and the ship unfortunately grounded.

it?—In shore.

times before rounding the south-west point ahaping the ship's course about 9.50 p.m. How long was it after altering the course

About ten minutes or a quarter of an hour. By Commander James: Was the course West by North take to taken the ship watch. further off or nearer to the shore? -If the ship had been in the position she was supthe and and clear of danger.

not see 100 yards from the ship. By Lieut. Clarke :- Were you told that Lieut. E. J. Eleves : I was officer of the was relieved at 4.10. It was not daylight land had been seen on the starboard bow? second watch on board the Iron Duke on then: it was misty. I cannot say how far -I was told so afterwards.

on deck?—About three or four minutes: weather was a little hazy.

N. was it altered by your order ?—No. place in the hands of the Court.

bim having to come again before the Court. | necessary to get another cast of the | quartermaster whom I relieved, from the

cision read out as above. The witness then withdrew. the log book. I do not know by whose distance run by the ship, that she was left to call the commander.

was the officer of the first watch. I regave to avoid a collision.

the cross bearings in the log. I do not remember seeing you and Capt. Cleveland on |the bridge during the first watch. The

by dead reckoning, when she took the ground. The chart produced the Admiralty. All the hydrographical notices in the case appears to have been used. I know nothing beside the sailing

To the President :- In coming to the determination I have done I have made no allowance for the current for or against From the time of leaving Hakodade till 4.45 p.m., the position of the ship ascertained by the cross-bearings are given in the log. I have simply gone by the log. I refer to the cross bearings in the log. I don't know if they correspond with the reckoning. I did not think it necessary to enquire into that as the cross-bearing must be the true position of the slip,

C. H. Hopkins: I have worked up the ship's reckoning as directed by the Court. I am satisfied as to the accuracy of the result of my work. The spot I marked is chains. Deep sea soundings were ob. There were no trials with the deep sea lead. where the ship ought to have been by her dead reckoning from the time she left Hakodadi. The chart is the largest and newest chart issued by the Admiralty to seen during the watch. Between 12 and 1 till after the vessel was steadied. I then the best of my knowledge. All the hydrograpulo notices bearing on the case have been used. I know of Lone save in the staff commander or the Captain on deck W.N.W. The speed was not slackoned sailing rules. I have made no allowance for current for or against. The difference

W. H. Martin ! I was quarter master of the first watch on board the Iron Duke on 29th July last. The bourse was W. by N. N. The course was altered at 9.55 to N. y W. 1 W. I received the order from the where the ship was. I had taken no sights officer of the watch, Lieut. Deurey. The and had not seen the chart. The officer of speed of the ship was six knots. It was not the watch took no sights. The stars were altered; we naw land between 8 and 10 obscured, when the mist came on. Be. the officer of the watch to put the helm o'clook. I cannot say whether cross bear tween 12 and 1 they were not obscured.

tend to put the ship more in shore or off in the chains. Deep sea soundings were not the navigating efficer to leave orders with on my solvice. At that time is should say which duty was appointed to me. It took taken. It was a pire clear night. Was that the only time to your know. To Captain Cleveland :- I was at the the proximity of land. I know of no orders fourteen miles; on the starboard beam, boats. My duty was to watch the steering ledge the ship's course was altered since standard compass after the course was left. There is no staff commander's book leaving Hakodadi? - We altered it many altered to N. by W. TW. I received no with night orders for the mate of the

> the weatward of the course. To Commander James :- After the course | watch at all. I should not have considered

Iron Duke during the first watch on 29th posed to be in, it would have taken her off July last. I was in the chains at the time. down. I got that with ease.

the 29th July last. The course was W. by one could see then. after the ship struck was it before you were I think the staff commander was not either. Thomson's Patent sounding machine." vessel striking ?-I happened to be up in | soundings were called. One deep, sea sound- | because I thought the line was checked.

steered and more steadily than usual, the foggy. When the course was altered to W. by night being quiet and the water smooth. standard compass and the binnacle compass | before this. I had been instructed by Cant. Witness also stated that he wished to was about two points on the sun's bearing. | Cleveland and Capt. James I was sufficiently make his statement as to the general con I did not recollect that it was on the point acquainted with the machine to use i that the said evidence could not be admit. | the order. I think it came direct from the | the result of the sounding to the staff

Hugh Thos. Hibbert, midshipman: I was not reported. I gave no directions to staff commander again during the watch. was on duty during the first watch on report it to anyone. I was partly aware of five minutes to four. He said to call him July 29th. The horizon was bad. It was our position to the land. The chart in use at five or earlier if land was sighted. clear up till about nine o'clock when the | was a small one, and showed nothing | Neither the Captain or the staff commander fog bank obscured the horizon. There ahead. We were quite on the margin of were, I think, on deck during the middle was slight head wind: it was clear over- the chart. The dead reckoning took us to watch. head. I was told on relieving the deck, the border if not over it. I then looked that the ship was going six knots, and that for the other chart, and could not find it | the standard compass I received no order to we expected to see an Island on our port I have since heard that it was underneath keep rather to the westward of the course side. I don't recollect that the lead was | the deak. I looked for it in the drawer of | than to the eastward. hove. I do not recollect soundings being | the chart house. It was not recovered | To Captain James :- I do not remember called. The speed of the ship was not before I was reliaved: I had no idea of reporting the sounding to you. I might I don't remember the course to the distance which the ship may have been a point. \_1 think it was N. by. W. or & W. from land or from any danger when I was Alteration was made in the course about 10 relieved. I had never seen the other chart | duty on the middle watch. I received o'clock to W. by N. No deep sea sound. in connection with the position of the land the ship's course, the course was North ings were taken. We passed an island we were then approaching. I can't say by West ? West. The course was not on the port side about 11 o'clock. I am not | whether the sailing directions were on | altered during my watch. Deep sea certain of the name. I think it was Kosime, deck for that part of the coast. I soundings taken. I was not present. I took cross bearings of the Island as did not look at them. I was satisfied did not see either the Captain or the staff

orders the cours, was altered at 10 o'clock. in a safe position as regards the proximity To the Court :- The fog bank lasted the of land or danger. I pointed out to my first two hours, and then at the standard whole of the first watch. It lifted at relief that the other chart should be avail- compass from 2 till 4. By the binnacle times. So far as I remember the leads. able. I believed there was no land ahead. compass the course was North & W. I was men were in their proper places. I would ? To the Court:—The fog was in patches | very particular in steering. I received no have heard them had they been calling between which you could get a glimpse of instructions to keep rather to the Westward I wrote the log at every hour. The island | the horizon. The distance we could see | than to the Northward of the course. we passed at 11 was not in sight at 12 | varied considerably. We could see 200 os | saw no light or land during the watch. formed the Captain that it had come on go off the after bridge. ceived no orders from him as to visiting the thick. Not having been able to find S. Calloway, A.B. was in the starboard look outs and going the rounds. I did the other chart at 4 o'clock when I was chains as leadsman; the lead was being hove these as part of the routine. There relieved, I was actually ignorant of the constantly, he sounded between three and was no horiz in sufficient to take any obser. ship's position with reference to the land. four o'clock, he had 124 fathoms of line. vations. To my knowledge the course is I told the officer who relieved me that the no bottom. The weather was foggy. One never altered without the Captain's orders | chart was not to be found, and I said I | could see 300 or 400 yards from the ship. thought it ought to be there. I cannot say .. To Comdr. James .- In the log the rates | whether I suggested the advisability of its | not recollect whether there were deep sea are in my handwriting, the courses are being found at once. I am not aware that soundings taken in the middle watch. He not; the weather is not. And this entry, he took any steps before I left the deck. was stationed at the bridge and batteries. "At 9.45 altered the course to N. by W. 4 I did not call the Captain at 4 o'clock. not my handwriting. Lieut, Deurey often when I was relieved. It was not a yards. I had orders to keep a sharp look

ing my watch. I remember no island save | ledge informed that it had come thick. 1 | was dropping. the one. I have mentioned Kosima. So informed the Captain between one and two far as I remember there was land o'clock that the weather had become thick. a Lieutenant on board the Iron Duks on on the starboard beam when I came I did not report to him its becoming thick July 30. I was not on deck at the time on deck, but we lost sight of it again towards the end of the watch. It the ship striking. She struck about five towards the end of the watch. We too; was not so thick at the end of the watch as o'clock. I came on deck at half-past four cross-bearings from two different parts of it had been before, at four o'clock we could | The weather was very hazy, if there was the Island of Kosima. I do not remember to the best of my recollection, see several not actually a fog; day was breaking. seeing you in any part of the watch taking miles between the patches of mist. The saw land right shead and it appeared to me cross-bearings. I do not know who took staff commander did not. I think, community be a mule and a half off. The for was nicate with me during the middle watch. well down on the land, and no outline of To Captain Cleveland :-The quarter- | the land could be seen. I was told that master was stationed at the standard com- land had been in sight only a very short patent log was set about ten o'clock. I am pass to ensure the ship being steered cor- time when I went on deck. Mr Clark was not certain who made these entries in the rectly. When I reported to you that, it | the officer on the watch. The Steff Com log which I have said are not mine, but I was misty in patches I received orders from | mander was not on deck at that time.

To Commander James:—The quarter. had been on deck. The speed was about six result is accurate. The place I now mark master may have come to me from you knots. It was not altered. The course was asking for the cast of the deep sea lead. N. by W. ? W.; westerly. The course was I received. I forgot how, an order to take | altered about six points to port when the fog deep sea soundings and carried it out. I lifted and land was sighted. It was altered believe, the latest and largest issued by did not look on the shelf, under the chart by the order of the officer on the watch. room table, where the charts are always | was on deck at that time. The belm was ont kept. I looked for the charts of the Puril | over and a message sent to the Captain at Islands in the drawer and in the chart | the same time. There was about half an room generally. I did not feel on the shelf | hour between the time the course was alterfor the chart. I have generally found the ed and the time the vessel struck. I rechart in the drawer. I did not stay long | commended Mr Clark, the officer of the there because the light blinds one. It has | watch, the land being so close and a navi been my custom to send for you always | gating officer not being on deck, to turn the when land has been seen, but not necessari. | ship off the course and immediately to send y because it came on thick. I have sent | for the Captain. The Captain came on deck or you before, in thick and forgy weather, almost immediately after the ship had been

about ten minutes or a quarter past four. duty during the middle watch on July 30. | made when I was on deck. The leadsmen I was stationed on the quarter deck. The To Commander James :- I am slightly course was North by West # West, speed 6 no soundings called, I do not know wheknots, no tail. The course was not altered | ther cross pearings were taken. during the watch nor was the speed. I am not certain that the leads were constant- soundings being taken between the time ig used. The leadsmen were in the went on deck and the time she struck. tained; once at 2 c'clock 118 fathoms, It was daylight when the ship struck. I and no bottom. The speed was not reduce am not aware whether the mastheadmen ed to obtain soundings. Lind was not were up. The speed was not slackened up the night was calm and clear; afterwards left the deck. I am not aware what orders there was a thick mist. I did not see the were given after the ship was steadied to

> use the steam whistle. To the Court :- I personally had no idea

the mate or the midshipman on watch as to orders from the officer of the watch not to watch. I did not acquaint the staff of Yesso. It was the only time after go anything to the eastward, but rather to commander with the cast for soundings. did not communicate with him during the

the last time before the ship struck !- | was altered at 9.45 | did not hear a light | it my duty to communicate with him unless reported or lights on the starboard bow. ordered. In the event of a typhoon spring-There was no fog or fog bank in the first ing up, if no one elle had told him I M. Musgrave : I was serving on board the quartermaster of the watch has orders to point on the port bow, supposing you to be only going eight knots at one o'clock when I went into the chains at the last hour of quartermaster at any time calling the staff | ed more than five or six points. I don't course, White Island being right ahead. Re-examined by the Court :- Was it the watch : I got no sounding: It was a commander. I and the quartermaster of think I am in error as to your deliterating was a fresh monsoon, and a clear day. during the fog she struck and was land rather clear night; but there were hazy the watch attended to the apparatus, in for five or six minutes, as I repeated the advisible ?-I was on deck within three or clouds about. I relieved another man in sounding. I reported to the officer of the vice after it appeared to me that fully that warned to speak the truth, stated I was four minutes of the ship striking. I could the chains. I got 13 fathoms line up and watch. I am not aware that the quarter | time had elassed. master reported to the staff commander.

Do you not think that the interval be- N. 2 W. westward. I relieved Mr Deurey. T. Leigh: I was on duty as quartertween altering the course and the ship I received the course, speed; revolutions the Iron Duke in the middle atriking might not have been more than 10 | tions, ship's position, and the usual captain's | watch July 30th. The course was W. by or 16 minutes ?-No, I think about fifteen orders. The speed was six knots. It was N. 2 W., it was not altered during the minutes. That is not from my personal not altered during my watch. The course | watch; deep son sounding were, taken at -was-not-altered-during-my-watch. The two o'clock, the result was 70-fathous and Re-examined by the Court :- How long | captain was not on deck during my watch. | no bottom. The soundings were taken by but I am not quite certain. Land was not superintended the sounding. I think the loss of the British steamship Douglas. Can you give from your own knowledge seen during my watch. The hand lead was soundings can be obtained by the machine the state of the weather previous to the used constantly during my watch. No at 300 fathoms. I stopped at 70 fathoms the latter part of the middle watch; I look- ing was taken at one o'clock, 115 fathoms | thought I had obtained bottom. I reported ed round from my quarter galley and stern | and no bottom. From 12 to 1 there was a | to the officer of the watch. "70 fathoms ports. I could see three or four miles blue sky, cloudy and misty. Then a misty and no bottom." The teller showed no round the ship. Day was just breaking; I fog came up in patches. It then cleared a fottom had been obtained. It was pretty | the rock where the accident took place, has got my watch. It was sufficient light to- little and toward the end of the watch came | clear at two o'clock. It was nice and clear also been noted. see that it was 20 minutes to 4 o'clock. The on thicker. The course was properly up till one o'clock, and after that it was

To the Court :- Thomson's machine-had To the President :- I am not aware when been in the ship for six weeks. I was not Witness produced a plan of the locality the ship-was last awang for correcting acquainted with the use of it before that. by Admiral Duperre, which he wished to compasses. The difference between the I had only seen it used three or four times duct of the prisoners, as it might prevent | we were steering. I did not think it | properly. Instructions were left me by the The Court was cleared to consider the deep sea lead before I was relieved. I staff commander to call him at two o'clock question, and it was decided by the Court | took that one by order. I forget how I got | as he wanted to sound. I did not report ted until the close of the case. The Court | Captain. The ship was not stopped while | commander. I called the staff commander was again opened and the prisoners and soundings were being tried for. Speed was at two o'clock. He told me to cast for witness and audience admitted, and the de- not slackened. Sir William Thompson's sounding, which I did. I am not sure patent apparatus for deep sea sounding was | whether I reported the result to the staff used. I entered the result in the log; it commander. I communicated with the

To Captain Cleveland: - When I was a

have done it. Samuel Dunn, quarter master: I was or well as I could with the agestance of the so far as I could judge from the commander on deck during the middle officer of the watch. It was not entered in information. I possessed that from the watch. I am not aware of any orders being

> To the court :- I was at the wheel for 300 yards at the thickest. The ship was had no order to call anybody. I did not

> > James Baird, seaman second class, could

To the Court :- The weather was foggy W., Koshima Island W. by S. & S., 42 " 18 | There were no signs of day-break there was a thick fog. One could see 300 used to rub out my entries and then enter | very dark night. It was as dark as out on the st roomed bow for the land and the log himself. The for back was North it had been all the second watch. to leave the same order with my successor. principally. No lights were reported dur- The staff commander was not to my know- The morning was very dark, and the fog-

Commander Haygarth: I was serving as you to preserve the same course and speed, a ked the officer on watch if the Staff Com-George William Balliston, navigating to use the steam whistle if necessary, and had been called. He said-'Yes.' I was not sware whether the captain had been called or I did not consider it necessary to send for steadied. The staff commander came on deck I think before the ship was steadied. To Lieutenant Clark :- You relieved me | The look out had made no report to the officer of the watch as to the land being J. W. W. Webb: I was midshipman on sighted, so far as I heard. No report was were in the chains at the time. I heard

To the Court :- I am not aware of any during the watch. I communicated with then. No soundings of any sort were given the Captain shortly after one o'clock. L by the leadsmen before the ship struck so between my work and the ship's work is so was ment with a message to the Captains far as I heard. No report was made from small that it cannot be measured on the from the officer of the watch that it had aloft so far as I heard. I thought it the come on thick. He said to carry out the safest course to pursue to alter the course written instructions, to keep the same speed | until oither the navigating officer or and course, and if it came on very thick to the Captain oune on deck. I am not aware that any alteration was made either in the speed of the ship or in her course. I did not advise that speed should

I down and send for the Captain he appeared to take a bearing of One Foot Rock, which ings were taken by any officer. I did not had no night orders from the navigating to deliberate some minutes. I should say I was bearing North, by steering compass, and

Did the alteration of the ship's course | hear soundings called. The leadsmen were | officer of the ship. It is not the custom for | five or six minutes elapsed; before he acted | then gave orders to clear away the boats. we could see the land right ahead twelve or three or four minutes to clear away the should say not more than five or six miles if under the captain's direction. I did not

> I think it was not possible then to lay the and nine feet eight inches forward, on leavhezy and indistinct condition of the land, drawing more water than usual, should have done so. I am aware that the course was altered apparently to clear the cause for the lead not going. The ship was communicate with the staff commander as to ignorant of a reef or island on the south of hove the log. The course was not altered. what is going on. I am not aware of the it. It would have been safer to have alter- and I considered the ship was on her proper

> > The Court then adjourned till to-morrow morning at 9.30.

LOSS OF THE BRITISH STEAMER DOUGLAS.

MARINE COURT OF ENQUIRY.

A Court of Enquiry was held on the 14th instant, at the British Consulate, at Pagoda telegraph ring, I rad forward and got Anchorage, into the circumstances attending one of the Messra D. Lapraik and Co.'s coast steamers sailing from this port. The par- then gave orders to clear away the boats. ticulars of the wreck we published shortly I then went below and took off one of the after the occurrence; and the discovery of

By Richard Henry Napier, Esquire, Captain of Her Majesty's surveying-vessel Maurie, and Senior Naval Officer present at Pagoda Anchorage.

R. W. Mansfield, Esq., H.B.M.'s Consult Pagoda Anchorage: Lieutenant Beginald Charles Prothero, R.N., Her Majesty's surveying-vessel Magnie; and Mr W. Ellis, master British screw steamer Menmuir. ir Samuel Ashton, master, late of the Bri-

tish steamship Douglas, having made application through Her Britannio Majesty's Consul at Foochow, for a Naval Court to be held to investigate the circumstances attending the loss of that vessel in one of the passages between Rugged Island and Lam Yit, at the Western entrance of Haitan Straits: and as I consider such enquivy necessary, I do, in accordance with the Merchant Shipping Act 1854, subsequent Acts, and amendment relating thereto, thereby order and direct you to assemble together, to form and hold a Naval Court at Her Majesty's Vice-Consulate at the Pagoda Anchorage, Foochow, at 9.30 a.m. on the 14th instant, for that purpose.

Your attention is called to the Board of Trade Instructions relative to Naval Courts, a a copy of which will be supplied for re-

Dated on board Her Majesty's surveyingvessel Magne, at Pagoda Anchorage, Foochow, this 13th day of December, 1880. RICHARD H. NAPIER. Minutes of the proceedings of a Naval-Court,

held at H.B.M.'s Vice-Consulate, Pagoda Anchorage, Foochow, on 14th December. 1880. Present :- R. W. Mansfield, Esq., H.B.M.'s Vice-Consul, Lieutenant R. C. Prothero, H.M.S. Magpie, Mr W. Ellis, Master, steamship Menmuir. The order for assembling the Court having

been read. Mr Samuel Ashton, late master of the steamship Douglas, handed in his the engine-room to the tunnel. All hands master's certificate, No. 17,854, issued at London, 23rd April; also the certificate of all told. William Clarke, chief engineer, dated 13,395; and that of Mr F. D. Goddard, master's certificate, dated Hongkong, No. 616, of 9th March, 1878. Mr W. G. Parker, second mate, stated he had lost his certificate.

Mr Samuel Ashton, having been duly sworn, stated-I left Amoy on Saturday 13th November, at about 10 p.m., having on board 59 Chinese passengers, 9 saloou. and crew of 67 persons, and general cargo, bound for Foochow. At about 2.45 p.m., on Sunday, 14th, while passing through the Channel between Passage and Cliff Islands. my ship suddenly struck, and passed over a sunken rock. I immediately stopped the ship, and found she had passed over a rock. I gave orders to sound the ship; at the same moment, the engineer came on deck and reported to me that a large hole was under the boiler and a column of water rushing in as large as his body. He also told me he did not think he could keep his fires in for more than a quarter of an hour or twenty minutes. I fold him to do what he could put his pumps on and so forth. same time the chief officer reported to me there were three or four feet of water in the after hold, and that the water was rising rapidly. I immediately ordered all boats to be cleared for lowering, and, finding the ship rapidly sinking. I steered for the nearest shoul and beached the ship to eastward of the One Foot Rock. I omitted to state that as soon as I found out that the vessel had passed over the rook, I went ahead again. At the time of our grounding there was a steamer in sight, which proved to be a Chinese gunboat, I think, No. 10. I immediately Hoisted signals of distress and the steamer altered her course with the apparent intention of coming to our assistance; when within about two miles of us, she suddenly altered her helm, and steered away from us through the native channel by Red Yit. At this time I thought she was merely going through the channel and coming to our assistance by the way of Westward of Cliff Island, but, instead of doing that, she kent out of the wav altogether. I lowered my boats about two hours after we struck. having waited in hope of placing my passengers on board the Chinese steamer. I landed my passengers on Passage Island, sending all women and children first. This I was obliged to do, as I knew there was a rise and fall of some 23 feet of water, and that at high water. I had six boats capable of accommodating about 100 people, and landed the passengers in two trips. I was going at my ordinary speed of eight knots. I should | Douglas, with a mean draught of 14 feet. say five minutes clapsed from time of while on her passage from Amov to Foothow. striking to beaching. I was on the bridge with 68 passengers on board, struck on ar at the time, and had been so for three- unknown pinnacle rock between Passage quarters of an hour before; the second Island and North Yit Rocks at the Western officer was with me as officer of the watch. | entrance of Haitan Straits, there being about The lead was not going at the time the vessel | eleven feet of water on the said rock at the struck. I was steering E. by N. 1 N. (true) | time, 47 fathoms being marked on the being N.E. by E. 4 E. by standard compass, chart. The Court is of opinion that no with White Island right ahead, supposing blame can attach to the master of the myself to be on the line as given by the Louglas, his officers, or crew, his vessel being chart. On that course there was one point | only 300 feet out from the middle of the exiterly deviation. I have used that passage | channel as marked on the charts. The twice before, but never at low water, but I Court therefore returns to Samuel Ashton know our own and other steamers have been and his officers their certificates; and, furin the habit of using this channel for years, ther, has pleasure in expressing its approval

Nevember, it was my watch from 12 to 4 in and property. the afternoon. The captain was on deck in charge (on the bridge), and at 2,46 p.m. the ship struck an unknown sunken rock, and passed over it. The ship's head when she struck was N.E. by E. 2 E. The ship at the time was going eight knots. Imme-To Captain Claveland: -After advising diately the ship struck the captain gave orders to stop the engines, and ordered me

notice any set of the ship to the South. Sh-To Captain James:- Looking at the chart | was drawing fourteen feet three indies aft,

position of the ship off by cross bearings. ing Amoy, I do not remember passing To Lieutenant Clark :- Considering the through the channel before. She was no my judgment as to the land being only I mile | channel being so well known and having off was somewhat liable to be in error. The been surveyed (rocky bottom), was the only

Ah Mat, a native of Sumatra, having been steering the ship when she struck N.E. by E. ? E., by captain's direction, for a quarter of an hour, and N.E. by E. J.E. before. Did not alter the course after steering N.E. by E. 2 E. Was ordered to "hard a starboard" after striking... Mr F. D. Goddard, chief officer, having

been duly sworn, stated-I was below the main deck at the time of the ship striking. Feeling her strike and hearing the sounding rod from the carpenter. I sounded the fore-hold and found no water there; ran aft at once and sounded after-hold, and found three to four feet of water. I ran on deck at once and reported it to the captain, who after hatches, and saw the water had risen above the tunnel. I told the passengers between decks to get on deck, and then went on the bridge and remained with the captain while she was beached. When the ship struck I looked at the position of the One Foot Rock, and the ship did not appear to be to leeward of her course. I have been through that channel perhaps 30 timesalways in Douglas Lapraik's ships. I cannot say for certain whether I have been through at low water. I have never known of a shi being set to leeward by the tides at that place. Have seen the lead hove going through that channel. The rock the Douglas struck on is not on the chart. I should judge there was eleven feet on it when the ship struck. Can give no information about

the currents derived from what I knew before the accident. Mr William Clarke, chief engineer, having been sworn, stated-I was on deck when the ship struck. I felt the ship strike and heard the telegraph ring, and I went below. The third engineer, who was on watch, reported the ship was making a great deal of water amidships. I went underneath the boilers and found what appeared to me to be a hole about 18 inches in diameter close to the keel on the starboard side. I went on deck and reported to the captain that I did not think it possible to keep the fires in more than from 15 to 20 minutes. Before going on dock I ordered the third engineer to put all pumps and bilge injections on to the for Shanghai and other ports. As a result engine-room bilges, and found them al working satisfactorily when I returned from deck, but the water was over the stokehole plates. Ten minutes from the time returned to the engine-room after reporting to the captain, the water was up to the ashpits. I ordered the firemen to draw th fires, and the third engineer to ease the safety valves, in case of an explosion. the time the fires were drawn, the water was as high as the furnace doors. I stopped the engines, and proceeded on deck. engine-room sluice was closed. I ordere the third engineer, directly the ship struck.

to close the water-tight door leading from

were below as soon as the ship strack. 13

Lieutenant Henry Belam, Royal Navy Greenock, 22nd September, 1876. No. having been duly sworn, stated-Having been ordered to sound by Cuptain Napier. about 9 o'clock s.m. on the 19th December 1880, the leadsman of the boat, which was drifting with the tide, reported 24 feet, and hauling his lead up got 13 feet; the position of the boat was fixed by angles, and on returning on board, the position was found to be in about & a cable to the Southward the line of bearing given on the chart. sounding on that and previous day I found that the tides set to the Southward. At th position the ship was anchored in, the flood ran to the South West and the ebb to the South East. I produce our own chart, with the position of the rock placed on it. bearings from the rock are, " Rock one foot high, N. 22. E. 3 6 cables. West summit of West Passage Island, N. 48 W. 10 2 cables. Summit of Cliff Island, S. 494 W. 16 1 cables." At low water springs, allowing for a rise of 23 feet, there would be four feet on this rock. From observations taken by Passage Island, the tide did not fall so low by five feet in the afternoon as it did in the morning. On the 14th November, in the afternoon, being a day and a half before full moon, there would be 10 feet on the rock at the time the Douglas struck. From observations of the set of the tides I should consider that a vessel steering a course through this channel would be se to Southward. The assumed position of the rook on which the Douglas struck, was found to be three quarters of a cable to the

eastward of the rock found. which is pinnacle rock, and hitherto unmarked on the charts. Mr Ashton further stated-At the time o the accident I was steering my ship to the best of my ability on the line that is given on the chart, and also according to the Instructions issued by the Admiralty for guidance when using that channel 4China Sea Directory, Vol. 3, Notice No. 9. for East Coast of China, dated 8th June, 1878). and that, although I have not used thi channel frequently myself, I know that other steamers have been in the habit of using it for years. I therefore had every reason to believe that the channel was a safe one. Though my lead was not going at the time I do not consider that the use of it would have saved my vessel, as owing to the unevenness of the bottom, no sounding could have given me any warning as to the existence of an unknown pinnacle rock in the centre of the channel.

In the opinion of this Court the steamship Mr W. G. Parker, second officer, having of the promptitude showe in taking the been duly sworn, stated—On Sunday, 14th | necessary measures for the saving of life Dated at H.M.'s Vice-Consulate, Pagoda

> Anchorage, Foochow, this 14th day of (Signed) R. W. MANSFIELD, H.B.M.'s Vice-Consul, Pagoda Anchorage. President : (Signed) REG. C. PROTHERO,

> > (Signed) W. ELLIS,

Lieutenant H.M.S. Mannie:

Master steamship Menmuir.

Uhina. SHANGRA).

The Russian corvette Djigit arrived yes-

erday (13th) from Kobe.--Sais Mr Labouchere, writing in Truth: -"I see in the newspapers that an important Chinese functionary is about to visit several countries to arrange details respecting the advent of coolies. I would suggest to this Oriental to pay us a visit, and forthwith to take measures to send over to us a few thousand of his countrymen as domestic servants. As it is, it is almost impossible to procure good ones."

When the steamship Ningpo passed the steamship Douglas on the 11th inst., there was less of the vessel visible than when she passed through the Channel before, although the water was lower. The Douglas's funnel had been removed, and it was believed not only that she was settling down, but that she was also being broken up by the action of the water. The Spartan and also the two junks taken to the spot by Captain Vincent, to which we referred a day or two ago, were close by, as was also H.M.S. Magnie.

In H. M.'s Supreme Court yesterday (13th), before Chief Justice French and a Jury consisting of Messrs W. Pardon, C. R. Markes, S. Reynell, J. L. Brown, and V. D'O. Wintle, the hearing of an action was commenced in which Mr J. H. Johnson, formerly connected with the editorial and reporting department at the Shanghai Courter office, sought to recover \$2,100 for wrongful dismissal and a first-class passage Home from Mr W. V. Drummond, the lessee of the paper.

The Hop. J. F. Swift, United States High Commissioner to China, left yesterday (16th) for Yokohama, en route for Home, by the M.B. Co.'s steamer Takasago Maru. The C.N. Co.'s steamer Pekin. Captain H. S. Goodfellow, reports that the watermark at Hankow was five feet eleven inches on the 10th inst. The lowness of the water is evidently beginning to interfere with the navigation of the river, as following statements from the ship's report will show. At 4.20 p.m. on the 11th inst.—the steamer IV. Cores de Vries was aground for a short time at the Upper Crossing, Olyphant Island; after getting off, she proceeded on her voyage. At 5 p.m., the Pekin anchored to render assistance w H. M. S. Sheldrake. nehore near the lower end of the same island. While the steamer was trying to be useful to the man-of-war she got on the mud herself, where she remained until the C.M.S.N. Co.'s steamer Kiangyung towed her off at six o'clock the following evening. The gunboat was still ashore when the Pekin resumed her voyage to

Shanghai. Many of the Customs employes who have been in the Service ten years have recently received the gratuity to which they are entitled of one year's salary. We hear that over one hundred despatches in connection therewith came in one batch from Peking of these payments, it is said there is an influx of applications for leave of absence. to which most of the recipients are also entitled.

We understood that the Rev. Dr. Nelson will shortly leave Shanghai for the United States, and that it is his intention not to return. He has laboured in Hongkew for twenty-nine years in connection with the mission of the American Protestant Episcopal Church, and it was mainly through his instrumentality that the funds were raised for the erection of the Church of Our Saviour, Hongkew, in which he has ministered since it was opened in 1854. We also hear that Mies Nelson is about to abandon the management of the "Emma Jones" school, and that she will accompany her father to the States.

When the C.M.S.N. Co.'s steamer Kiangpiau, Captain Simmons, left Hankow on the 8th inst., the water-mark was only five feet ten inches, and the river was falling at the rate of six inches per day. Five feet ten inches is not the actual depth of water at Hankow, as the uninitiated might suppose; but shows that the water is only five feet ten inches from the lowest mark recorded by foreigners. As a matter of fact. the water of the Yangtere is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue. The Kiangpiau has only eleven feet at Olyphant island, and we believe that was just her draught. We understand that a collision has taken place between the C.M.S.N. Co's

steamer Haeting, bound North, and a German schooner called the christian, on her way from Newohwang to Amoy. The accident occurred near Shantnng Promontory. Little damage was sustained by eituer vessel, both proceeding to their respective destinations.

Quotations. HONGKONG, December 20. PiUd. -New Patns, cash. 6871 New Benerou, cash, 640 cash, 6274 New Malwa, oredit, 715 Allowance, Taels ... -Old Malwa, credit, 750 Allowance, Taels ... nominal.

Exchange. Bank, Wire, ... 8/8 30 days' sight, 4 months sight. Credits, 4 Documentary, 4 months sight, 8/81 India, Wire... demand, ... ... Shanghai, demand. ... 80 daya' sight, ... Gold Leaf, 995 fine Sovereigns, ... Shares.

Hongkong Bank, 70 % prem., sales. Union Ins. Soc. of O'ton, \$1,500 per share. China Traders' Ins. Co., \$1,400 per shere. North China Ins. Co., Tis. 1,125 per share. Yangtare Ins. Assoc. Tis. 785 per share. Ohinese Ins. Co., \$800 per share. H. K. Bire Ins. Co., \$900 per share. Ohina Fire Ins. Co., \$255 per share. H.K. & W. Dock, 16 % prem., sales. Cosmopolitan Dock, par, nominal. H.K. O. M. S.-boat Co., \$25 prem. S'nai Steam Nav., Tls. 3 per s. nominal. Ohina Coast St. Nav. Co., Tis. 124 p. share. Hongkong Gas Co., \$80 per share, Hongkong Hotel Co., \$72 per share. Ohina Sugar Ref. Co., \$182 per share. Do, Debentures, 8 p.c. prem. Chirese Imperial Loan of 1874, nominal

Temperature. Taken at Mesers Balponer & Oo.'s Premiess. -Queen's Road) HONGKONG, December 20.

AROMETER- 9 A.H.... RERHOMETER -- 9 A.M. 1 P.M... 4 P.M. ... Do. (Wet bulb) 9 A.M. l P.M. 4 P.M. Do. Maximum Do. Minimum over night

# Mails. NOTICE.

COMPAGNIE, DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAYIA. POINT DE GALLE, COLOMBO, ADEN, SURZ, ISMAILIA, FORT SAID, NAPLES, AND MARSEILLES;

BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON WEDNESDAY, the 22nd December, 1880, at Noon, the Company's S. S. AMAZONE, Commandant LORMIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and socepted in transit through Marsellles for the principal places of Europe. Shipping Orders will be granted until

Cargo will be received on board until the 21st December, 1880. (Parcels are of Business in proportion to the Fremis not to be sent on board; they must be paid by them. left at the Agency's Office.) Contents and value of Packages are re-

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

Hongkong, December 9, 1880.

### Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA

THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING

STEAMERS. posals or any other information, apply to TITHE S. S. OCEANIC will be despatched for San Francisco via Yokohama,

on TUESDAY, 28th December, 1880, at Connection being made at Yokohama. with Steamers from Shanghai and Japan

Freight will be received on board until 4 p.m. of the 27th December. All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the

day previous to sailing. A REDUCTION of 25 % made on all RETURN PASSAGE ORDERS ISSUED. Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's | BALANCE UNDIVIDED ...... Offices addressed to the Collector of Cus. | DIVIDEND PAID TO SHAREtome, San Francisco.

For further information as to Freight | Dividend Paid to ALL CONTRIBUTORS or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. CHAS. H. HASWELL, JR.,

Hongkong, December 14, 1880.



STEAM FOR BINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, PORT SAID, MALTA, GILRALTAR, BRINDISI, ANCONA, VENICE, SOUTHAMPTON, AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA. N.B.—Cargo can be taken on through Bills

of Lading for BATAVIA, PERSIAN GULF PORTS. MARSEILLES. TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY's Steam-ship KASHGAR, Capt. S. F. Cole, with Her Majesty's Mails, will be despatched from this for BOMBAY on WEDNESDAY, the 29th Instant, at 4 p.m. Cargo will be received on board until

10 a.m. on the day of departure. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of departure. Silk and Valuables for Europe will be transhipped at Point de Galle; but Tea and General Cargo at Bombay, arriving one . week later than by the direct route via Galle. further Particulars regarding

FREIGHT and PASSAGE, apply to the PENINBULAR & ORIENTAL STEAM NAVIGA-TION COMPANY'S Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. MolVER, Superintendent. Hongkong, December 16, 1880.

### Insurances.

LE CERCLE-TRANSPORTS.

SOCIETÉ ANONYME D'ASSURANCES MARITIMES, MARSEILLE. CAPITAL SUBSCRIBED,...15,000,000 France.

CAPITAL PAID-UP, ...... 3,750,000 do. THE Undersigned having been appointed AGENTS of the above Company, are

prepared to grant Policies on MARINE

RISKS to all ports of the World. ARNHOLD, KARBERG & Co. Hongkong, Sept. 25, 1880.

> QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent to \$45,000 on Buildings, or on Goods atored therein, at ourrent local rates, subject to a Discount of 20% on the Premia. NORTON & Co.

Agents. Hongkong, January 1, 1874.

#### Intimations. Insurances.

TOTAL CAPITAL and Ac- |

parts of the World.

for their decision.

April, 1880.....

Directors.

F. B. FORBES, Esq., Chairman.

H. PINCKVOSS, F. D. HITCH, Esq.

HEAD OFFICE-SHANGHAL

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:

Messrs BARING BROTHERS & Co.,

68 and 69, Cornhill

longkong, October 1, 1880.

LANCASHIRE INSURANCE

(FIRE AND LIFE.)

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COMPANY.

ARNHOLD, KARBERG & Co.,

Agents, Hungkong & Canton.

CHINA TRADERS' INSURANCE

COMMPANY, LIMITED.

HEAD OFFICE, HONGKONG.

last financial year, the 30th April, 1880.

- нодрекв ......20 % рег Ании

Contributory Dividends are PAYABE

INSURANCE COMPANY.

Incorporated by Royal Charter and

Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

B. GOLDSMITH,

Acting Secretary.

Hengkong, January 4, 1867.

RESERVE FUND......\$

of their Contributions.

Hongkong, August 13, 1880.

able at any of its Agencies.

HOLDERS OR NOT.

RUSSELL & Co.,

Bankers.

THE CHINA REVIEW.

YANGTSZE INSURANCE, ASSOCIATION HE widely-expressed regret at the dis-continuance of Notes & Queries on CAPITAL (Fully Paid-up)......Tls. 420,000 PERMANENT RESERVE......Tls. 230,000 | China and Japan, has induced the publish-similar in object and atyle, but slightly modified in certain details. THE CHINA REVIEW, or Notes and CUMULATIONS, 8th .....Tle. 913,268 Queries on the Far East, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such W. M. BOYD, Esq. | WM. MEYERINE, Esq.

> The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.
>
> The Publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Cus-

extra matter.

toms, Natural History, Religion, &c., &c., f China, Japan, Mongolia, Tibet, the Eastern Archipolego and the "Far East" RICHARD BLACK WELL, Esq., Agent, generally. A more detailed list of subjects upon which contributions are especially Policies granted on Marine Risks to all invited is incorporated with each number. Original contributions in Chinese, Latin, Subject to a charge of 12 7 for Interest | French, German, Spanish, Italian or Poron Phareholders' Capital, all the PROFITS turnesc, are admissible. Endeavours of the Underwriting Business are and are made to present a resume in each nually distributed among all Contributors number of the contents of the most recent works hearing on Chinese-matters. Great attention is also paid to the Review

> Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which though asking for information, furnish new or appublished details concerning the matter in hand. It is desirable to make the Queries propor as brief and as much to the point as possible.

The China Review for July and August, 1875, is at hand. It says that forty-two THE Undersigned are prepared grant to lessays were sent in to compete for the best Policies against the Risk of FIRE on paper on the advantages of Christianity for Sailors' Home, West Point. Buildings or on Goods stored therein, on the development of a State. All our learn-Goods on board Vessels and on Hulls of ed societies should subscribe to this scholarly Vessels in Harbour, at the usual Terms and enterprising Review. It is a sixty paged, bi-monthly, repertory of what scho-Proposals for Life Assurances will be re- lars are ascertaining about China. The ceived, and transmitted to the Directors lecture on Chinese Poetry in this volume is alone worth the price of the Keview. Ad-If required, protection will be granted on | dress China Review, Hongkong.-Northern

first class Lives up to £1000 on a Single | Christian Advocate (U.S.) Trubner's Oriental Record contains the following notice of the China Review :- " This For Rates of Premiums, forms of prois the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of Notes and Queries on China and Japan, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the to that which has been filled in India by the to H.E. the Governor. Position of the Company at the close of the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say | Queen's Road Central. CAPITAL SUBSCRIBED .........\$1,000,000.00 nothing of linguistic studies, has led to the UAPITAL PAID-UP...... \$ 300,000.00 accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese OF BUSINESS, 25 % on the amount Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, FITHE Company grants Policies on MARINE and who are severally represented in the first RISKS to all paris of the World, paynumber of the Review by papers highly creditable to their respective authors. In paper on Dr. Legge's She King, by the TO ALL CONTRIBUTORS OF BUSI-Rev. E. J. Eitel, to which the place of NESS WHETHER THEY ARE SHAREhonour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays NORTH BRITISH & MERCANTILE

are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to Four Coolies, ... ... ... \$1.00 find a place in its pages also. It is to be Three Coolies, ... ... ... ... 0.85 hoped that this opening for contributions Two Coolies, ... ... ... ... THE Undersigued, ACENTS at Hongkong on Chinese subjects may evoke a similar for the above Company, are prepared degree of literary zeal to that which was displayed during the lifetime of its prede- Four Coolies, to grant Policies against FIRE, to the extent of £10,000 on any Building, or cessor in the field, and that the China Keview may receive the support necessary to insure | Two Coolies, ... ... on Merchandise in the same, at the usual Rates, subject to a discount of 20 its continuance. The publication is intend-

THE CHINESE MAIL.

amongst whom also are to be found the

Penang, Salgon, and other places frequented

by the Ohinese, - consider themselves

justified in guaranteeing an ultimate

circulation of between 3,000 and 4,000

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COLONIAL, NEWSPAPER & COMMIS-

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place it on a business andlegal footing.

cluding postage to Coast ports.

ed to appear overy two months, and will GILMAN & Co., form a substantial octavo magazine.

Hongkong, July 6, 1875. ROYAL INSURANCE COMPANY. THE Undersigned, Agents for the above. Company, are prepared to grant Insurances at current rates. MELCHERS & Co.,

Agents, Royal Insurance Company. Hongkong, October 27, 1874. THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

His Majesty King George The First, A. D. 1720.

HE Undersigned having been appointed Agents for the above Corporation are copies. The advantages offered to adverprepared to grant Insurances as follows:-Marine Department.

Policies at current rates psyable either here, in London or at the principal for of India, China and Australia. Fire Department.

Policies issued for long or short periods at urrent rates. A discount of 20 % allowed. Life Department. Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. MANOHESTER FIRE ASSURANCE COMPANY OF

MANOHESTER AND LONDON. ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 Reserve Fundupwards of £ 120,000 # 250,000 Annual Income THE Undersigned have been appointed

Hongkong, Canton, Fouthow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates. HOLLIDAY, WISE & Co. Hongkong, October 15, 1868.

Agents for the above Company at

NOTICE TO SHIPPERS. Colonial Newspapers received at the office are regularly filed for the inspection of Advartisers and the Public.

shove may be sent to

# Visitors' Column.

We have instituted as an experiment VISITORS' COLUMN, which we trust will prove successful, and be found use-To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum,—Free. Public Gardens, a beautifully picturesque retreat and of great interest.

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Road, near Kennedy Roal. Temperance Hall, specially adapted for sea-faring men, Queen's Road East. E. E. A. and China Telegraph Co., and

the Great Northern Telegraph Co., Marine House, Queen's Road. Masonic Hall, Zetland Street. Victoria Recreation Club-Bath-house and Boat-house, &c.,-Praya, beyond the Cricket Ground, beside the City

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Nothing in the above Scale to affect private

# Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and these in the hody of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

5. From P. and O. Co.'s Office to Peddar's Wharf. 1. From Green Island to the Gas Works. 6. From Peddar's Wharf to the Naval Yard. 2 From Gas Works to the Novelty Iron Works. 7. From Naval Yard to the Pier. 3. From Novelty Iron Works to the Harbour Master's Office. 8. From Pier to East Point. 4. From Harbour Master's to the P. and O. Co.'s Office.

Vessel's Name.	4 Aor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remark
				-				
Steamers						- A Township to Co	imoy, &c.	at dayligh
		Pocock			Dec. 18	Douglas Lapraik & Co. Messagories Maritimes	Marseilles, dr.	22nd inst.
13 Z 0 <b>119</b>	δc	Lormier	Fch. str.		Dec. 20 Dec. 19	Butterfield & Swire		To-day
chises	ōс	Jackson	Brit. etr. Ger. etr.	1	Dec. 14	Butterfield & Swire	- menu	To-day Fo-day
		Pfaff			Dec 19	Siemasen & Co.	10.00-11.B	at dayligh
inkiang	8 _ C	Hemlin	Brit. etr		Dec. 18	hun Hang		22nd lost.
de	2.5	Phomeon	Brit. str.		Dcc. 14	Yuen Fat Hong	Shanghai	Co-day
-Dorado	5 1,	Young	Brit. atr.			Jardine, Matheson & Co.	Manila	23rd inst.
meralda	[5 h	[ albot	Brit, atr.		Dec. 18	Russell & Co. H.K. & W'pos Dock Co.		Fug 1 19
(8) 6	16 h	Stopani	Grit. atr.	117	10	Oonglas Lapraik & Co.	Coast Ports	28rd, day
kten	5 h	Abbott	Brit. air.	T - 7	Dec. 19 Dec. 12	Geo. R. Stevens & Co.	1 T. 17 C. A. 1 44-7	Cos tan I
cath	}-::	Johnson	Brit, str. Brit, str.		Dec. 17	Gibb. Livingaton & Co.	Australian Ports	Po-day Mails
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enzaleh		Motcalfa	Brit. str.		Dec. 17	O, & O, S. S. Co. "	Shanghai	Co-day
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omning	.b	Tremova	Span. Bur	4.0	Dec. 10 Nov. 24	China Traders' Insurance		24 Nove 1760
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angteża		. i Schultze	Brit. Sti	782	Dec.	Siemssen & Co.		
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Sailing Vessels	}		-					
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nnie S. Hall	~ Q	L Nalaon	Am bktin	e. 455	NAT 2	filVogel & Co.	hanghai	$\mathcal{M}_{i_1,i_2,i_3}$
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## Men-of-war in Hongkong Harbour.

•			WEGIT-OT- ALSIE TIT TO THE			- 1, 1 - 1 <b>3</b> , 1			
Vessel's Name.	Anchor-	Flag.	Class.	Tons.	Guns.	Н. Р.	Date of Arrival.	Commander.	
Alert Comus Cluracoa Cyclop Flying Fish Iron Duke Kerguelen Kestrel Lai Yak Lily Ling Fêng Meeanse Midge Modeste Victor Emanuel Vigilant Wivern	6 K.D. 6 h 7 c c h D. 6 h 6 h 6	U. S. British British German British British British Annam. British Chinese British British British British British	corvette corvette corvette gunboat sloop iron-clad frigate gunboat gunboat gunboat corvette Commodore's flag-ship despatch vessel turret-ship	1020 2383 2388 420 6043 1200 462 700 354 2591 465 1934 3087 835	14 14 14 14 6 4 14 8 2  4 14 20 2	600 230 230 250 120 800 250 100 	Nov. 24 Dec. 18 Dec. 10 Dec. 7 Dec. 7 Dec. 17 Nov. 5 Dec. 17 June 21 Nov. 16 Sept. 22 Dec. 15 June 2	Ches. L. Huntington J. W. East W. H. Coming Com. Lt. von Schuckmann R. F. Hoskyn Henry F. Claveland M. Mathieu W. M. Lang Yuen Wnn Tong Staubope Grove J. Ferrow	

Name.	Tons	Captain	Owners.	Name.	Tons.	Guns.	H. P.	Commander,
Ichang Kin Shan Kin Kiang Kiang-ping Powan Powan Spark White Cloud Yotsai	700 457 617 860 1890 140 280 180	Ogaton Hoyland Benning, T. Dunn Cary Lefavour Benning, A. Browne	O. M. S. S. Co. H., C. & M. Sboat Co. H., C. & M. Sboat Co.	Chun-tung	221 80 221 120 180 150 600 120 160 160 180 100	7 8 7 2 6 2 4 4 5 4 8	70 20 20 20 20 20 20 20 20 20 20 20 20 20	A. Walker Stewart Chinese Admira A. Garcseu Chun II Hu Read C. H. Palmer II Ping Tye J. H. Wade J. B. Murray Researd Ching

FOOCHOW SHIPPING IN PORT.  Dec. 11, 1880.  MERCHANT STEAMERS.	Glenlyon 4 H. O. Orsted	London v. Fohow Danish	Wenshow Tungning	British Chinese
Menmuir for Colonies Tewchwang for Tientsin MERCHANT SAILING VESSELS.  Valter Siegfried German barque	Hac-shiu Haukow Heutor Hideyoshi Maru Kashgar	Chinese British British Japanese British	City of Halifax Dallam Tower Jane Woodburn	British berg British abip British brig
HIPPING IN SHANGHAI HARBOUR Dec. 16, 1880.	Kiang-foo	Chinese Chinese American Chinese	Jumns Mario Satsums	Gor London Gorman bar Bristan barn
Amazone  Reconshire  London v. F'chov  Chin-tung  Courier  Russian	Norden Oxus	British British Danish French British	Digit D. Maria de Molin Encounter Breys	Greman son
raiglands ei Yuen cochow cochow chinese laucus British	Packong Pekin Tunsin	British British arelved at Hongkoug.	Honocsey Mosquito Palos	Command and the command of the comma

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